

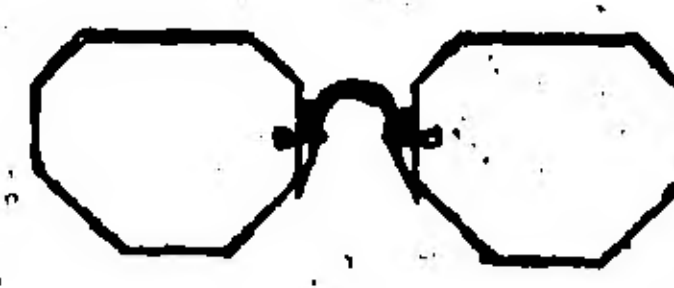
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The China Mail

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1845

TO-DAY'S DOLLAR.—The
closing rate of the dollar on
demand, to-day was 1/8 1/4.



Maintain Eyeglasses

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No. 27,560

HONG KONG, THURSDAY, AUGUST 7, 1930.

PRICE \$3.00 Per Month.

MYTHICAL ARMED. ROBBERY.

Embezzler Concocts
a Tale.

MONEY IN HIS SHOES.

Employed as shroff of the Man Sing Sun Import and export firm of 146, Wing Lok Street, Lau Man-fa, described as the nephew of Lam Woo-heung, the manager of the firm, was to-day charged before Mr. H. R. Butters with the embezzlement of \$120, the property of the firm. He admitted the charge and said that he took the money because he was short of cash.

Detective Inspector Shannon said that accused was yesterday afternoon sent out by his uncle to collect money from various other firms. He returned to the shop at about 4 o'clock and reported that he had been robbed of \$120 behind the China Building.

The "Attack."

The uncle sent an elderly folk of the firm to accompany accused to the Central Station to report the robbery. At the station the accused's story was that whilst he was in the lane between Jardine's and Whiteaway's at about 2.30 p.m., he was accosted by three men who wanted to rob him.

He alleged that he resisted, by clapping his hands over his groin where he kept the money, whereupon one of the robbers produced a knife, with which he cut the back of his hands.

More Scratches.

The accused exhibited his hands on which were about a dozen scratches, none of which was anything more than a deep, and did not look like the kind of "damage" a desperate robber, with a knife would cause.

The Police were, therefore, doubtful of the story of the hold-up, and decided to search the accused. In one shoe they found \$95 in notes plugged into the toe end, and in the other \$4.

Duplicity Confessed.

Then the accused confessed his duplicity and took the Police to the shop where, in a basket in which he kept his clothing, another \$20 was found inside the folds of a silk jacket. Thus only \$1 of the \$120 which was supposed to have been stolen by robbers was recovered.

In conclusion the Inspector said that this kind of theft by employees who alleged robbery was happening too often and the I.G.P. asked that a serious view be taken of this case. There had been two or three successful coups recently, and evidently the accused had followed them.

The Magistrate passed sentence of five months' hard labour.

2 BEDS—5 PIPES!

When a number of Chinese who were arrested in an opium divan in Gilman Street were charged before Mr. R. E. Lindsell to-day his Worship inquired what was the size of a divan.

Revenue Officer Grimmit: Two beds and five pipes. (Laughter.) The keeper of the divan was fined \$5 or two months' jail for that offence, and for possession of 2 1/2 taels of non-government opium he was ordered to pay a further \$300 or go to jail for another six months. Another man who assisted in the management of the divan was fined \$25 or 14 days' hard labour.

Two opium smokers were fined \$2 each, whilst an absent man had his bail of \$3 estreated.

A SIMPLE WOMAN.

A case of larceny by a trick has been reported to the Police by Chan King, a married woman living at 837, Hennessy Road, Wanchai. She stated that at about 8 p.m. yesterday an unknown man called at her house and, representing that he was her husband's friend, said that he had come for an electric fan which he alleged that her husband had given him permission to borrow for a few days. Believing the man, because he knew her husband's name, the woman handed over the fan. When her husband returned from work in the evening and was told that his friend had taken the fan, he denied that he had given permission to anyone to borrow it.

GLOUCESTER HOUSE ACCIDENT.

Girder Fitter's Serious
Fall.

HIS CONDITION SERIOUS.

Another serious accident occurred at Gloucester Building yesterday afternoon.

The victim was Kwok Ngau (24), a girder fitter, who fell from the seventh to the fourth floor level.

The accident occurred at about 3.30 p.m., whilst Kwok was at work bolting the girders.

Suddenly an iron beam on which he was standing shifted through a wire binder breaking.

The shifting of the beam caused Kwok to lose his balance and fall. It was fortunate for him that he fell into a boarded part of the fourth floor, as if he had hit the ground he would no doubt have met with instant death.

As it was, the unfortunate man received multiple injuries and was unconscious when he was removed to the Tung Wah Hospital in a motor ambulance. Kwok's condition is considered to be very serious.

HEROINE WORSHIP.

MORE TRIBUTES TO MISS AMY
JOHNSON.

'AMAZING' DEMONSTRATION

London, Yesterday.

Enthusiastic crowds lined the three-mile route of Miss Amy Johnson's drive to the Savoy Hotel to-day where she was the guest of honour at a luncheon attended by 400 prominent people, notably women who have gained distinction in the field of sport and adventure. "Amy" was presented with a cup and also the Daily Mail cheque for £10,000.

Mr. J. H. Thomas, Sir Philip Sassoon and Sir Sefton Brancker joined in the tributes. There was an amazing demonstration when "Amy" in a few well-chosen sentences replied.—Reuter.

Tumultuous Reception.

Rugby, Yesterday.

Miss Amy Johnson, the London to Australian airwoman, was accorded a tumultuous reception when she drove in triumph through the London streets to-day to attend a luncheon given in her honour. The Police had great difficulty in keeping a way clear for her car and flowers were showered upon her along the whole route. In the procession through streets she was accompanied by many of her own generation, notably women, who have won distinction in various directions, by pioneers of aviation, including Sir Arthur Whitten-Brown who, with the late Sir John Alcock, flew across the Atlantic for the first time 11 years ago.

A large floral model of Jason's her Moth-aeroplane, was suspended over the luncheon table, at which Mr. Esmond Harmsworth presided. Among those who paid eloquent tributes to Miss Johnson for her great achievement were Mr. John Thomas, Secretary for Dominions, Sir Sefton Brancker, Director of Civil Aviation, and Sir Philip Sassoon, Chairman of the Royal Aero Club.—British Wireless Service.

BOOM IN CLOTHING!

Li Bing was sentenced to one month's hard labour by the Kowloon Magistrate this morning for the theft of some clothing from two flocks of a stall in Argyle Street. He was seen walking away with the articles by a detective, who arrested him.

A similar sentence was meted out to Chan Chun, who admitted the theft of a black gauze jacket from 972 Canton Road. He walked into the shop and took the jacket from a nail on the wall.

Chan Kwok-san was also given a month's jail by Mr. T. S. Whyte-Smith for the larceny of \$10 worth of clothing from the third floor of 55, Castle Park Road. Detective Inspector Fallon said that the accused was seen entering the stall in Nathan Road, when caught.

TRIO OF TRAFFIC ACCIDENTS.

Fatal Jump from a
Tramcar.

LORRY IN COLLISION.

Three Chinese were injured as the result of traffic accidents yesterday. One man was fatally injured and died in the Government Civil Hospital, whilst one of the other two is reported to be in a serious condition.

The man who died has not yet been identified. His age is calculated as 20 years, and he had the appearance of a student. He received terrible injury to his head through falling in attempting to jump off a moving tramcar opposite the Bay View Police Station.

The accident occurred at 11.30 p.m. yesterday, and the youth was immediately removed to the Government Civil Hospital where he died at 2 o'clock this morning.

Thrown from a Lorry.

Choi Fung (34), a boat man, was the victim of an accident which occurred yesterday afternoon in Shauiwan Road, near the west gate of the Tai Kok Dock-yard.

He had been given a lift to Shauiwan in a lorry and was sitting on the edge of the boarding in the back of the vehicle when the lorry came into collision with a tramcar. The force of the impact caused Choi to be thrown out of the lorry, receiving injuries which necessitated his removal to the Government Civil Hospital.

Fractured Ribs.

A very similar accident occurred in Kowloon yesterday afternoon, as the result of which a coolie is now in a serious condition in the Kowloon Hospital.

At about noon he was riding in the back of a lorry, also sitting on the edge of the boarding, when in turning into Mongkok Road from Reclamation Street, the lorry swayed violently. This caused the coolie to lose his balance and he fell into the road, with the result that ribs on both sides of his body were fractured.

\$50,000 AT ISSUE.

CASE WITH PROTRACTED
HISTORY.

QUESTION OF ACCOUNTS.

Mr. F. C. Jenkin continued his cross-examination of Un Tin-kwong, one of the executors in the estate of Un Ho-ai, and also one of the four managing partners in the Kung Yuen firm, in the case in which an application is being made in the Supreme Court for re-assignment and return of certain property upon which an equitable charge was given some years ago.

The sum at issue amounts to \$50,000, advanced in 1914, but the total transactions in the case amounted to \$475,000, which was advanced in six payments, all of which were subsequently repaid by adjustment in the books of the Kung Yuen firm, in which both parties to the action were interested.

An Objection.

At yesterday's hearing Mr. Jenkin asked for production of certain documents he considered essential to arrive at the history of the transactions. Mr. H. G. Sheldon, who is appearing for plaintiffs, objected, on the ground that such evidence was irrelevant.

Another objection was raised this morning, but the Chief Justice was of opinion that although the Court was concerned with the settlement of accounts as appeared in the Kung Yuen company's books, it was not irrelevant to enquire into the nature of the loans.

Witness, replying to Mr. Jenkin, said that the whole \$475,000 was advanced either in bank notes or by cheque. On another point he said that the \$50,000 at issue was repaid three years ago. He had not approached the executor of the estate personally for re-assignment of the estate. He had always looked to the surviving administrator of the original estate for the repayment of the money. He presumed that the information would be conveyed to the executor.

The case is proceeding.

ROUMANIAN TREATY

CLOSER TRADE RELATIONS
WITH BRITAIN.

BENEFIT TO SHIPPING.

Rugby, Yesterday.

The Treaty of Commerce and Navigation between the United Kingdom and Roumania, which was signed at the Foreign Office in London this afternoon, will not come formally into force until the ratifications have been exchanged, but letters were exchanged on the signature between Mr. William Graham, President of the Board of Trade, and M. Tilea, head of the Roumanian Delegation, in which it was agreed to bring the Treaty provisionally into force to-morrow pending the exchange of ratifications, which will take some time to complete.

Otherwise British goods would have become liable to the duties of the Roumanian general tariff on September 1.

By this treaty each party accords to the ships and subjects of the other the most favoured nation treatment in all matters relating to commerce, navigation, and industry, the carrying on of business and the exercise of professions or occupations.

Other provisions of the treaty, which is designed to prepare the way in all respects for closer commercial relations between the two countries, include one authorising the appointment of Consuls.

There are also articles for the protection of rights in invention trade marks and designs and for the prevention of false trade marks and descriptions.—British Wireless Service.

STOP PRESS

Ottacumund, Yesterday.

A Madras Government communiqué states that 607 persons in Madras Presidency, charged or convicted in connection with the civil disobedience movement, will be released after an undertaking to refrain from further civil disobedience activities.—Reuter.

Moscow, Yesterday.

The Central Committee of the Communist Party of the Soviet Republic at Uzbekistan has decided to transfer the capital of Uzbekistan from Samarcand to Tashkent.

Havana, Yesterday.

Scores of Communists have been arrested following the discovery of a plot to overthrow the Government.

Almeria, Yesterday.

A violent earthquake at Albox, in Almeria Province, has damaged many houses. The inhabitants are panic stricken, but no casualties are reported.—Reuter.

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FAIR.

The Royal Observatory's weather report to-day states: A feeble anti-cyclone is central over the Sea of Japan.

The Guam typhoon is moving away north-eastward.

Pressure gradients appear to be shallow over the China Sea.

Forecast:—S. E. or variable winds; light; fair.

Rainfall to 10 a.m. to-day nil. Rainfall since January 1, 62.39 inches against an average of 55.01 inches.

Temperature and Humidity. The temperature and humidity at certain specified centres this morning at 8 o'clock were:—

	Temp.	Humid.
Hong Kong	75	85
Macao	75	80
Pratas Island	75	85
Malilla	75	85
Poohow	81	87
Amoy	75	82
Swatow	75	85
Chiao-chow	75	85
Shanghai	77	92

WILD PLUNGE INTO GRAIN MARKET.

Frenzied Excitement of
U.S. Speculators.

NEW RECORDS CREATED.

New York, Yesterday.

Encouraged by reports that the drought has disastrously affected the farm belt to the east of the Rocky Mountains, speculators in Wall Street and throughout the country have neglected stocks and shares and plunged wildly into the grain market. Maize skyrocketed to the season's record, and wheat and oats hovered to the highest levels. There was frenzied excitement in Chicago, where pit corn touched a dollar a bushel for May. Options for the other months are correspondingly high.

Toronto, Yesterday.

The Government has guaranteed to cover the unsold balance of the 1929 wheat crop. It is believed that the wheat pool is already well covered as regards the 1930 crop.—Reuter's American Service.

Further Gloom.

Further gloom has been cast on the drought situation by the report of the Department of Agriculture, stating that the areas which have so far done well, are now alarmingly dry. The report confirms the reports that the disaster covers widely scattered regions, and states that all growing vegetation is seriously affected.

The situation is regarded as so serious in Washington that President Hoover may have to abandon his holiday plans and remain at Washington to deal with the crisis.

Washington, Yesterday.

Railway officials have advised Mr. Hoover that they will co-operate in any measures instituted to relieve the drought situation.—Reuter's American Service.

CAPTURED BRITONS.

MISSIONARY SOCIETY READY TO
PAY RANSOM.

BANDITS DEMAND \$50,000.

London, Yesterday.

The Church Missionary Society has authorised its representative in Fuchow to pay ransom if the British Consul considers it necessary to secure the release of the captured women missionaries, the Misses Nettleton and Harrison.—Reuter.

[A message from Peking stated that the Communist bandits who are holding Miss Nettleton and Miss Harrison, two missionaries in Fukien, cut off one of Miss Nettleton's fingers and sent it to the authorities demanding \$50,000 ransom for the release of the captives.]

The British Legation at Peking is most reticent regarding the matter, but it is believed that the Communists have threatened to cut off other fingers if the ransom is not quickly forthcoming.

Peking, Yesterday.

It is now reported that Miss Nettleton's finger, cut off by bandits, was sent to a Chinese Christian pastor, accompanied by demands and threats, but was not sent to the authorities.—Reuter.

PUKOW OUTRAGE.

MRS. HEARNE REPORTED TO BE
MUCH IMPROVED.

Nanking, Yesterday.

The condition of Mrs. Hearne was much improved this evening.—Reuter.

Peking, Yesterday.

With reference to the attack by a Chinese soldier on Mrs. Hearne it is understood that this is the fourth attack upon her in China; while she has been among those evacuated from the interior eleven times.—Reuter.

[Mrs. Hearne is in hospital following an assault by a Chinese soldier armed with a bayonet, near Pukow.]

A FATAL MIXTURE.

Tung Chung-ho (80), quartermaster of the S.S. Ninghai, died on board yesterday afternoon under unusual circumstances. It appears that at about 2.15 p.m.

TRADE EXHIBITION AT BUENOS AIRES.

S. America Honoured by
Visit of the Prince.

BRAZIL PLEASED.

Rugby, Yesterday.

The Brazilian Ambassador in London has received a message expressing on behalf of the Brazilian President and Minister for Foreign Affairs their pleasure at the proposed visit of the Prince of Wales next year. The message states that Brazil will regard this visit as one of the most agreeable with which she could be honoured.

The Evening News states that the Prince will have his own private aeroplane with him on his South American tour.

The aircraft carrier Eagle is to be stationed in Buenos Aires for the British Empire Trade Exhibition, which the Prince will open in March, and it is reported that she will carry the Prince's plane together with some 30 aircraft of its own.

Several British aircraft manufacturers, who are exhibiting, are arranging for demonstration flights daily while the exhibition is in progress.—British Wireless Service.

MUL-TSAI'S FATE.

BROUGHT FROM ANNAM BY
MISTRESS.

NOT REGISTERED.

A Chinese woman, named Tsang Yuen-hing, of 28, Cumberland Road, Kowloon Tong, appeared at the Kowloon Magistrate's court this morning before Mr. Whyte-Smith on a summons of having brought a mul-tai into Hong Kong, on July 20, without registering her. She admitted the offence.

Mr. John Barrow, M.A., of the Secretariat for Chinese Affairs, appeared for the prosecution and said that there were aggravating circumstances in the case. The mul-tai was brought from Annam within the last fortnight.

The Magistrate inquired of Mr. Barrow as to whether he had cases like this on the other side before and what was the penalty. Mr. Barrow, replying, said that he had had one or two cases on the Hong Kong side and the penalty was then \$10 or \$20.

The women said that she used to live in Annam. Her husband had retired from his business. The mul-tai's parents were both dead and she was an Amamite. She was given to the care of her uncle and at the age of eight defendant bought her. She pleaded ignorance of the laws of Hong Kong.

His Worship imposed a fine of \$10, and asked Mr. Barrow what would happen to the girl now. Mr. Barrow said that he remembered a previous case where it was decided that the girl be taken back to her relatives if they were willing. In this case the S.C.A. could find no relatives of the girl and so the matter would be dealt with by the Government.

Men's Ear Mutilated.

Mr. Fitzroy then asked second accused (Tam Yuen) if it were not a fact that he was present early this year when the man Choi was captured by bandits, with whom he (accused) was in league, for ransom; that after a time in captivity a piece of this man's ear was cut off and sent to his relatives as inducement for them to pay the ransom; and that later the relatives paid \$900 to the bandits and secured Choi's release.

Tam Yuen replied that he was not present at any of these happenings, and did not know of them.

Cave for Captives.

Replying to another question, Tam Yuen said that he did not know of the existence of a cave, covered with turf, in Taifu, in which captives of the bandits were kept.

Mr. Lo objected to all this cross-examination, maintaining that evidence of a case which had not been proved to the Court could not be produced.

EMPEROR OF JAPAN DEPARTS.

A large crowd gathered at the Kowloon wharf at noon to-day to bid farewell to their friends and relatives who left on the Canadian Pacific luxury liner Empress of Japan for Vancouver, B.C., via Shanghai and Japanese ports. It was a gay, scene-coloured streamers being thrown from the liner's deck in profusion by the passengers.

The Empress of Japan is expected to arrive at Vancouver, B.C., on August 22, making it a fifteen days' trip.

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All replies under this heading must be called for.

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WESTOVER—STEVENAGE. Within an hour from London. In healthy neighbourhood. **SCHOOL for GIRLS and SMALL BOYS.** A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:

MISS RUTH CULLEY
(Camb. Higher Local),
Camb. Teachers' Diploma).
MISS GERTRUDE TURNER
(National Froebel Higher Certificate).

MISCELLANEOUS

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500 Stamps \$4 3,500 Stamps \$50
1,000 do. 8 4,000 do. 75
1,500 do. 15 5,000 do. 100
2,000 do. 20 6,000 do. 150
2,500 do. 40 10,000 do. 500
3,000 do. 50

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GENERAL NOTICES**HONG KONG LAND
INVESTMENT & AGENCY
CO., LTD.**

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the above Company will be held at the Offices of Messrs. Jardine, Matheson & Co., Ltd., Pedder Street, Victoria, in the Colony of Hong Kong, on MONDAY, the 11th day of August, 1930, at Noon for the purpose of considering, and if thought fit, passing the following Resolutions as Ordinary Resolutions, viz:—

(1) "That the Directors be and are hereby authorised to offer forthwith 60,000 new shares of the nominal value of \$25 each constituting part of the unissued capital of the Company (in the proportion of one new share for every complete number of four issued shares held by them respectively) to the persons who on the 7th day of August, 1930, are registered in the Company's share register as the holders of the 240,000 issued shares in the capital of the Company at a premium of \$35 per share and so that on acceptance of the offer the nominal value due in respect of each of such new shares plus the said premium of \$35 per share (making \$60 per share) shall be payable in full. Such new shares shall rank for dividend as from dates of allotment.

(2) "That such offer as aforesaid be made by notice specifying the number of new shares to which the member is entitled and limiting the respective times within which the offer is not to be accepted by members in the Far East and outside the Far East respectively either on behalf of such member or his nominee will be deemed to be declined and that the Directors be at liberty to fix such respective times and to extend such times to such date or dates and upon such terms as they may think fit and further that any of the said new shares which shall not be taken up by the Company's shareholders in manner aforesaid be disposed of in such manner at such time or times and upon such terms as the Company's Directors shall in their absolute discretion see fit.

(3) "That no shareholder shall be entitled to claim for a fraction of an additional share in respect of any odd issued share held by him."

Dated this 22nd day of July, 1930.
By Order of the Board,
L. S. GREENHILL,
Secretary.

**HONG KONG TRAMWAYS,
LIMITED.**

AN INTERIM DIVIDEND of 40 Cents per Share has been declared payable on WEDNESDAY, 27th AUGUST next, on and after which date Dividend Warrants may be obtained upon application at the Registered Office of the Company, Canal Road East, Bowrington, Hong Kong.

NOTICE IS HEREBY GIVEN that the REGISTER OF MEMBERS of the Company will be CLOSED from WEDNESDAY, 13th AUGUST to TUESDAY, 26th AUGUST, 1930, both days inclusive.

By Order of the Board,
W. F. SIMMONS,
Secretary.

Hong Kong, 5th August, 1930.

GOVERNMENT NOTICES**G. R. PUBLIC AUCTION.**

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 11th day of August, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at junction of Embankment Road and Duke Street, Kowloon, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT:

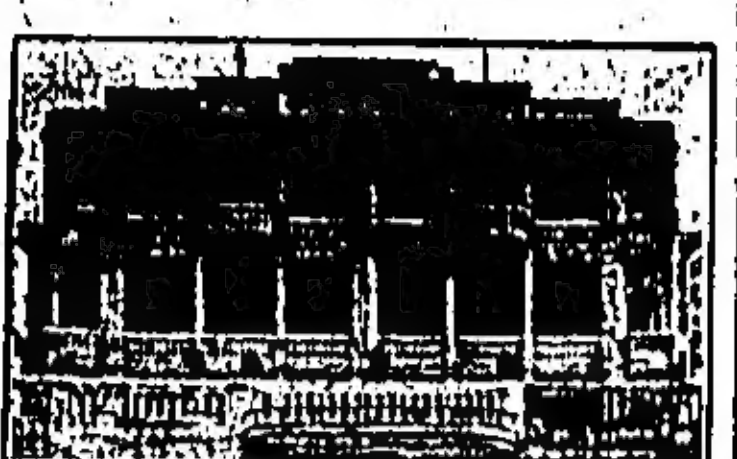
Lot No.	Area (approx.)	Remarks
1	1/2 acre	Fronting Embankment Road
2	1/2 acre	Fronting Duke Street
3	1/2 acre	Fronting Embankment Road
4	1/2 acre	Fronting Duke Street
5	1/2 acre	Fronting Embankment Road
6	1/2 acre	Fronting Duke Street
7	1/2 acre	Fronting Embankment Road
8	1/2 acre	Fronting Duke Street
9	1/2 acre	Fronting Embankment Road
10	1/2 acre	Fronting Duke Street

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LAMMERT BROS.**AUCTIONEERS, APPRAISERS
AND SURVEYORS.****Public Auctions—**

THE Undersigned have received instructions to sell by Public Auction

ON
THURSDAY, August 7, 1930,
commencing at 5.15 p.m.,
at their Sales Room,
Duddell Street.

A Valuable Collection of
POSTAGE STAMPS

Including a fine specimen of Hong Kong Jubilee Tall K. etc., etc.
On View from Wednesday, August 6.

Terms—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

Hong Kong, August 5, 1930.

THE Undersigned have received instructions to sell by Public Auction

ON
FRIDAY, August 8, 1930,
commencing at 2.30 p.m.,
at their Sales Room,
Duddell Street.

A Large Quantity of
VALUABLE HOUSEHOLD
FURNITURE

Comprising:—
Teak Hatstands, Glass Cabinets, Chesterfield Couches and Armchairs, Desks, Gramophones and Records, Pictures, Ornaments, Curio, Electric Ceiling Fans and Table Fans, Carpets, Rugs, Pianos, Wardrobe Trunks, etc.

Teak Dining Tables, Dining Chairs, Sideboards with Bevelled Mirrors, Chest of Drawers, Enamel Bath, Book Cases, Cameras, etc.

Teak Iron and Brass Bedsteads, Wardrobes with Bevelled Mirrors, Dressing Tables, Chest of Drawers, Enamel Bath, Book Cases, Cameras, etc.

A Quantity of
BLACKWOOD FURNITURE.

Including:—
Joss Tables, Curio Cabinets, Tea Pys, Jardinettes, Chairs, Opium Stools, Desks, etc.

On View from Thursday, August 7, 1930.

Terms—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

Hong Kong, August 4, 1930.

**SIXTEENTH CENTURY
VAGABOND.****Sinister History of Men
in Black Skullcap.****HYPNOTIC GIFT.**

While history may be said to abound on figures romantic, picturesque, and notorious, it can hardly be denied that it affords few examples of the sinister which can be compared with the weirdness of Edward Kelly, "the man in the black skullcap," writes E. J. J. in the Statesman. He flits across the pages of the past, a dark sinister monster, with a suggestion of the infernal fires for his background. That he should be associated all his life with trickery, sorcery, and democracy, is just what we should have expected from his description.

The antiquary, Anthony Wood, gives us a brief account of him. We gather from the writings of the research student that Kelly was born on August 1, 1555. He is supposed to have gone to Oxford, but, since the rolls of the period do not contain his name it seems possible that Kelly was a later alias, assumed after he had begun to have trouble with the authorities. He entered the legal profession, and seems to have practised in London. Accused of forging title deeds, he was put in the pillory at Lancaster, and had both ears cut off. From this time forward he constantly wore a black skullcap, which effectively hid the evidence of his disgrace.

After his punishment he fled to Wales, where in the course of his wanderings he came to the neighbourhood of Glastonbury Abbey. At a neighbouring inn, the host told him a remarkable story; namely that the tomb of St. Dunstan had been raided by sacrilegious persons, who had obtained nothing for their pains but a couple of old caskets containing powder and an old magical parchment. Since St. Dunstan was reputed to have been an alchemist the rogue was interested; and in the end secured for himself both caskets and parchment.

Crystal Gazing.

At this period Kelly came to London, where he ran across the famous Doctor John Dee. Dee welcomed him, as he was at that time looking for a medium to gaze into a crystal in his possession. The two now contracted a regular partnership; Kelly doing the crystal gazing, and conversing with the spirits he saw in the crystal, and Dee writing down the revelations. Dee was naturally interested in the contents of the wonderful caskets, and financed the rogue in his attempts to use them to produce gold from base metals.

In May, 1583, the pair made the acquaintance of a Polish noble called Count Laski, and at once the man in the black skullcap had designs upon the stranger's wealth. They accompanied him to his seat in Poland, and after bringing him to the brink of ruin by their exactions, all the while luring him on with the hope of finding the right combination of the powders to transmute base metal into gold, were finally sent away. They seem to have left the impoverished Count a sadder but wiser man. Meanwhile Kelly had obtained an almost incredible hold over Doctor Dee.

They now fastened upon a Count Rosenberg of Trebona; and while engaged in bleeding him of his fortune, made a remarkable agreement. It would seem that there was an intrigue in being between Kelly and Mrs. Dee—without such a guilty understanding what follows seems incredible. Kelly one day professed to see in the mirror, a naked spirit—who commanded the two men to have their wives in common. After some time the doctor actually agreed to this outrageous arrangement, and a written agreement to this effect in his own handwriting actually survives to this day.

Retribution.

Retribution finally overtook Kelly in Prague, where he attempted to swindle the Emperor, as he had done others. When no gold was forthcoming from the

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QUEEN'S present an all-star caste in "Hollywood Revue," Metro-Goldwyn-Meyer's stupendous cinematic combination of the variety, musical comedy and revue stages. Altogether it's an entertainment that comes seldom in a lifetime and lives long in the memory. A talkie film.

CENTRAL features Clara Bow in "Dangerous Curves," a film in which all phases of circus life from the action in the rings to the colourful existence of the performers is displayed. The "It" girl portrays a performer who turns from an equestrian act to a clown stunt. Richard Arlen, her leading man, takes the part of a tight-wire performer. A talkie film.

MAJESTIC presents Pola Negri in "Three Sinners." Miss Negri makes full of her mastery of the language of hands in this film. She believes that the hands, second only to the face, are the greatest aids to the screen player. Anders Randolph, who plays an important role, was once a champion swordsman. A silent film.

STAR features Victor Varconi and Jetta Goudal in "Fighting Love," a film described as a romantic drama of love and intrigue ranging from the castles of nobility in Italy to the African desert, with Miss Goudal in the role of a young girl of the Italian aristocracy who, in order to escape marriage with a black sheep accepts the hand of an aged general. A silent film.

WORLD presents James Murray in "The Shakedown," a film "discussing how unscrupulous boxing managers stage fake fights with 'setups' in order to milk the unsuspecting public with 'sure' bets. There is a delightful love story and a succession of human interest touches which give the picture great appeal." A silent film.

experiment the ruler naturally thought that Kelly did not get results—not because he couldn't but wouldn't. The rogue was cast into a dungeon of the Castle of Zobenau, and only obtained his release from this incarceration by promising to produce the philosophers' stone. He returned to Prague under escort, and continued his alchemical researches under escort. Finding that success was as far off as ever, he attempted to escape, killed one of his guards, and on being recaptured, was dispatched to the Castle of Zerner.

During this term of imprisonment he sat down and wrote work on the 'Stone of the Philosophers.' In spite of efforts made in England for his release, including an attempt Doctor Dee made through Queen Elizabeth, the man in the black skullcap could not be released, since he had committed murder. He thus filled in his time with writing, until it is said that a plot for his escape was put in hand at the instigation of the English queen. She is said to have secretly sent a Captain Peter Gwiline, with some others, to aid the rascal's escape. As a result of this, one stormy night in February, 1595, he made a rope cut of his bedclothes, and tried to let himself down from the window of his cell, which was placed at the top of a lofty tower. He was a stout man, with the result that the flimsy rope broke under his weight, and he crashed down from a great height, breaking both legs, two ribs, and sustaining other serious hurt. The result of this last escapade was that he died two days afterwards.

So died one of the most daring rascals of his age. A man of catlike appearance, uncanny powers, great hypnotic gifts—as can be discovered from his sinister influence over the unfortunate Doctor Dee—and absolutely unscrupulous in his treatment of his friends.

The death of his partner had a very depressing influence on the Doctor, who had implicitly believed in him, and eight years later, the victim of this grim family himself passed from this world.

MISSING AIRMAN.

Sydney, Yesterday.
There is no news of the airman Cunningham, who is believed to have landed in a remote spot. He does not possess wireless. The authorities have ordered a search of the interior of Timor Island.—Reuter.

BATHING COSTUME:—

Viking,

Hollywood,

Ocean,

etc., etc.

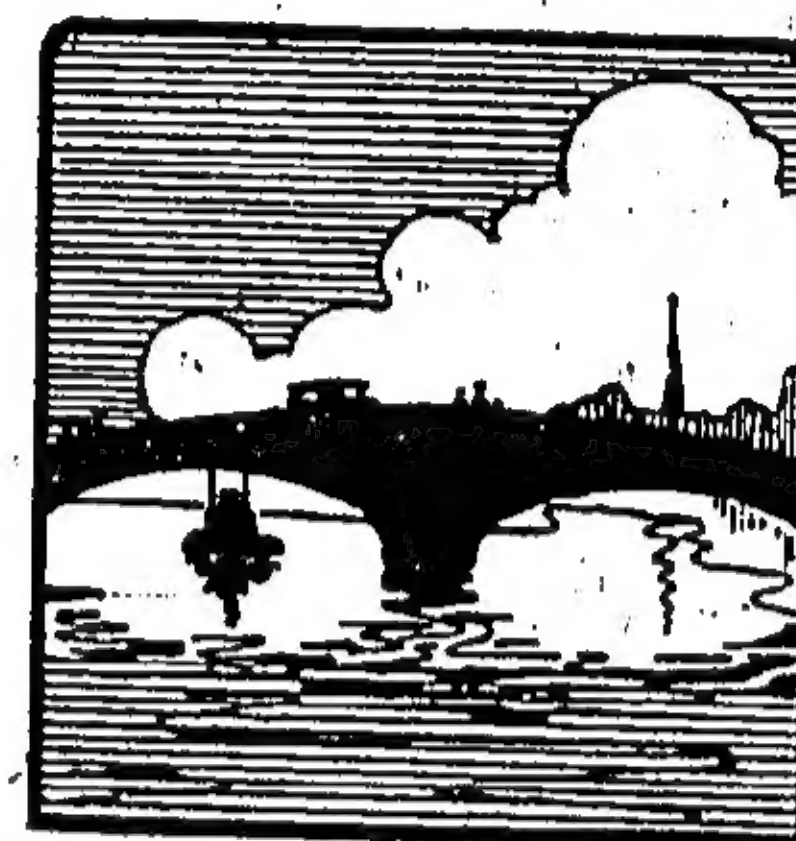


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KAMO MARU Tuesday, 19th August.

SYDNEY & MELBOURNE via Manila & Ports.

KITANO MARU Tuesday, 19th August.

ATSUTA MARU Tuesday, 23rd September.

BOMBAY via Singapore, Penang, & Colombo.

TAMBA MARU Monday, 11th August.

PENANG MARU Thursday, 28th August.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,

Mexico & Panama.

GINYO MARU Wednesday, 27th August.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

KAWACHI MARU Tuesday, 9th September.

NEW YORK, BOSTON via Panama.

TOKIWA MARU Sunday, 24th August.

KUMA MARU Tuesday, 2nd September.

LIVERPOOL via Port Said, Stambul (Constantinople), Genoa.

DELAGA MARU Sunday, 10th August.

CALCUTTA via Singapore, Penang & Rangoon.

NAGATO MARU Friday, 8th August.

BENGAL MARU Friday, 15th August.

SHANGHAI, KOBE & YOKOHAMA.

MALACCA MARU Friday, 8th August.

KASHIMA MARU Saturday, 9th August.

TANGO MARU (Nagasaki direct) Wednesday, 20th August.

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Colombo, Suez and Port Said.

ATLAS MARU Monday, 11th August.

DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,

Colombo, Durban & Cape Town.

LA PLATA MARU Friday, 29th August.

BUENOS AIRES MARU Friday, 3rd October.

BOMBAY—Via Singapore & Colombo.

HONOLULU MARU Tuesday, 19th August.

MURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZI-

BAR & MOMBASA—Via Singapore & Colombo.

MEXICO MARU Friday, 26th September.

CALCUTTA—Via Singapore, Penang & Rangoon.

CELEBES MARU Monday, 13th August.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from

Shanghai.

ARIZONA MARU (from S'hai) Sunday, 17th August.

MELBOURNE—Via Manila, Brisbane & Sydney.

HAIPHONG—Via Hanoi & Pakhoi.

NEW YORK—Via Japan ports & Panama.

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BATAVIA MARU Sunday, 10th August.

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is hard over the last light to appear shows a star adjacent to the bows. Therefore, the observer sees with absolute certainty the operations executed by the helmsman, and at the same time notes the precise tendency for the bows of the ship to turn either to port or starboard. The usual colours are shown—red or green, as the case may be—for each series of lights. By the general design of the indicator, a clear and absolutely unmistakable impression of the ship's movements is available.

Another excellent feature of the indicator is the method adopted for showing the engines' direction of rotation, their exact speed and their influence on the turning of the ship. For example, if one engine is revolving ahead an arrow-shaped aperture flashes once per revolution, the head of the arrow pointing towards the

bow of the vessel on the starboard side if the corresponding engine is moving. Assuming the port engine to be running astern, an arrow on the port side of the ship's outline flashes with the head pointing astern. The helm lights are operated by the actual movement of the rudder, and the propeller lights by the movement of each shaft. No contracts are needed on the shaft.

Each of the indicator lights is independent and standard voltage lamps are used. The indicating instrument, which is placed in any suitable position on the bridge, appears relatively simple in its construction, and precautions have been taken to ensure that the design is suitable for seagoing conditions.

BIG INTER EMPIRE LINER.

New Canadian Pacific Steamer.

The largest liner built in Great Britain since the War, the largest ship to ply between any two ports of the British Empire, and the largest liner in the Canadian Pacific fleet of seventy-eight—such is the Empress of Britain, which took the waters of the Clyde, recently, as reported at the time in the *China Mail*.

It was an epic and epoch-making event, the vessel being launched by the Prince of Wales, and the ceremony and speeches broadcast in Great Britain and the Dominion of Canada. This notable addition to the Canadian Pacific fleet possesses outstanding features, especially in regard to the amenities provided for passengers. In short she is a vessel of which the owners, the builders and the Empire may well be proud.

Skill of British Shipbuilders.

At the luncheon following the launch Mr. E. W. Beatty, president of the owning company, paid warm tribute to the skill of British shipbuilders. His company, during the last few years, has let \$19,000,000 worth of contracts for more modern ships, and in no place nor at any relative price, he said, could such satisfactory workmanship be secured as in Great Britain. "I would not like you to think that by reason of the completion of this part of our plans that the company's steamship construction is ended," he said. "A steamship fleet, like a railway, is always capable of expansion, and it will not be long before that programme is continued in the same place and with, I anticipate, the same satisfactory results to builders and owners."

Referring to inter-Empire trade, Mr. Beatty said that Canadians would be strongly sympathetic to any steps which might be taken to increase the economic strength of the Empire. He believed it should be divorced from any semblance of party politics. Its vital significance warranted the serious consideration of and constructive action by not only leaders in public life, but leaders in industry and commerce as well.

The Prince's Good Wishes. "I name the ship Empress of Britain, and may success attend her and all those who sail in her," was the wish expressed by his Royal Highness—the Prince of Wales when, at the Clydebank yard of Messrs. John Brown and Co., Ltd., he launched the Canadian Pacific liner Empress of Britain, to the accompaniment of the cheers of thousands of people assembled in the yard and on both banks of the Clyde.

Probably never before in the history of Clydeside has there been more enthusiasm and interest shown in the launch of a liner and more loyalty and patriotism displayed, and this for two reasons—that the Empress of Britain is the third giant liner for which Messrs. John Brown and Co. have built the hull and machinery at Clydebank, all of them notable, the Cunard liner Lusitania of 32,000 tons, launched in 1907, and at that time the fastest liner on the North Atlantic service, the Cunard liner Aquitania, of 40,000 tons, launched in 1913, and the Empress of Britain; and, secondly, that the sponsor for the Empress of Britain was his Royal Highness, who, in launching the ship, remarked that he was glad to be able to repay a small part of his debt to the Canadian Pacific Company for the many occasions he had to be grateful to the company since he first went to Canada.

DANGER OF OLD COAL.

Curious Cases of Fire in Ships.

The numbers of fires which broke out on board ships in 1929 have been the subject of much comment in the insurance markets at home and abroad. There was one case recently in the Courts where it was sought to show that three separate fires which broke out, one after the other, were due to old coal that had accumulated. A large quantity of grain was found to be damaged near the cross bunker hatch after the ship had been on fire twice in the River Plate; the two fires happened within a day of each other. They were extinguished and the ship loaded grain; before she got clear of the Plate she returned to Montevideo on fire amidships. Her cargo had to be discharged to get at the seat of the outbreak and something like 200 tons of the grain were damaged.

Both shippers and insurance company refused to accept responsibility on the ground that the ship was unseaworthy. The old coal stored near the cross bunker had been there, or at least some of it, for a considerable time and had become highly inflammable and liable to spontaneous combustion.

Who was responsible? The ship clearly, said the judge; it should have been the duty of those on board to have seen that the old coal was cleared out before other was put on top of it. Seemingly those on board had never heard of such a thing before, no provision had been made to consume the coal which had been two years in the ship, although it is only fair to say that the attention of our readers was called to this danger in ships some months ago, says the *Nautical Magazine*.

STOWAWAYS' AWFUL EXPERIENCE.

In Boiler-Room of Large Bay for 12 Days.

London, July 11. Two young men who stowed away in the Aberdeen Commonwealth liner Largs Bay when she left Australia for Southampton had a lucky escape from death. Taking only a couple of loaves of bread and some biscuits, they crept on board the liner at Fremantle and hid in a dark enclosed spot over the boilers, near the door of a small store room.

The heat was terrific and the air was thick with oil fumes. The stowaways, secretly managed to collect water from the store room, but it soon became almost too hot to drink. They succeeded in getting past Colombo twelve days out, thereby ensuring their non-return to Australia.

The liner's boilermaker, while taking precautions against rough weather owing to the monsoon, was about to close the store room door when he saw a hand clutching the side of it. He flashed a torch and the appalling sight of two naked men, begrimed with filth and gasping for breath, met his eyes.

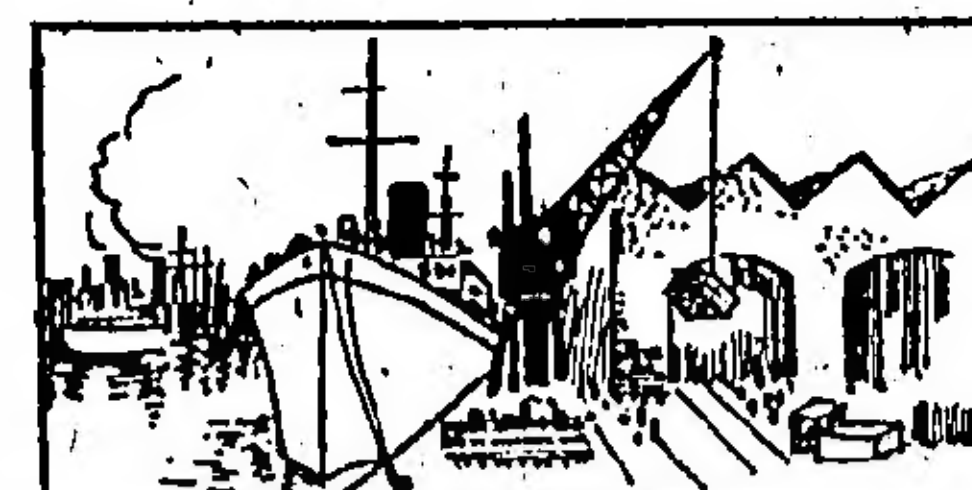
Both the stowaways were rescued and have now recovered.

WARSHIPS IN PORT

The following British warships are in harbour to-day:—
Cicala—Basin.
Seraph—Basin.
Seraph—North arm.
Sepoy—Basin.
Tamar—Basin.
Tarantula—Basin.
Foreign.
Adamastor—Portuguese cruiser.
Vigilante—French gunboat.

STEAMERS' MOVEMENTS.

The C.P.S. R.M.S. Empress of Asia, arrived at Nagasaki, on August 6 (Wed.) at 3 p.m., left Nagasaki on August 7 (Thurs.) at 5 a.m.; and is due at Shanghai on August 8 (Fri.) at 11.30 a.m. She leaves Shanghai on August 9 (Sat.) at 9 a.m. The P. & O. S.S. Allport left Singapore for this port on August 6 at 6 a.m. and is due here on August 12 at about 6 a.m.



Shipping Intelligence.

EXPEDITION TO ANTARCTIC.

Ship Expected Shortly in Colombo.

Bonne Adventure, a 12,000-ton ship which will sail from Southampton on an expedition to the Antarctic Continent, is expected shortly to pass through Colombo. She will take 200 passengers on a round-the-world pleasure cruise, but she will steam to the southernmost point in the Antarctic to within 700 miles of the South Pole. She will carry a seaplane to act as scout over the 100 miles of pack-ice in the Ross Sea.

The cruise is a British enterprise, and is to be the first of a series of annual trips to the South Polar regions. The expedition will be under the command of the explorer, J. R. Stenhouse, D.S.O. The Bonne Adventure will be sheathed with steel forward in order to pass through the ice.

The cruise, which will be a round-the-world one, will last four and a half months, the passage costing £600 per head. Passengers will be afforded an opportunity of spending with sledge and tent a day or two actually on the Antarctic continent, which will be visited in perfect summer weather. An attractive feature of the trip is to be an inspection of the bases in the Antarctic from which pioneer explorers like Scott, Shackleton, Amundsen and Mawson started on their historical journeys to the South Pole. A ballot will be held to ascertain who shall fly in the seaplane over the packed ice from Tanheim (Amundsen's base at the Bay of Wales) to the South Pole, a distance of 700 miles.

ARRIVALS OF SHIPS.

Wednesday, August 6.
Asia, Danish str., 7,014 tons, Capt. E. H. Jorgensen, from Singapore, Kowloon Wharf.—John Manners & Co.
Changkiang, French str., 1,717 tons, Capt. L. J. Cruchot, from Swatow, buoy No. B22—Sing Kee & Co.
Clara Jesen, Danish str., 1,145 tons, Capt. Davidson, from Hoihow, buoy No. C48.—Jensen & Co.
Hal Ning, British str., 832 tons, Capt. A. H. Stewart, from Swatow, Douglas Wharf.—Douglas & Lapraik.
Hozan Maru, Japanese str., 2,347 tons, Capt. H. Oyama, from Swatow, O.S.K. Wharf.—O.S.K.
Hydrangea, British str., 561 tons, Capt. P. W. Grierson, from Swatow, Chiu On Wharf.—Chiu On & Co.
Lim Chow, French str., 1,591 tons, Capt. J. B. Morgan, from Hoihow, buoy No. C38.—Sing Kee & Co.
Ningpo, British str., 1,228 tons, Capt. G. Nisbet, from Canton, buoy No. C19.—B. & S.
Shojin Maru, Japanese str., 3,366 tons, Capt. Taji, from Hakata, buoy No. B50.—Y.Y.K.

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Empress of Asia*	Aug. 20	Aug. 23	Aug. 26	Aug. 28	Sept. 6
Empress of Canada	Sept. 4	Sept. 7	Sept. 9	Sept. 11	Sept. 19
Empress of Russia*	Sept. 17	Sept. 20	Sept. 23	Sept. 25	Oct. 4
Empress of Japan	Oct. 2	Oct. 5	Oct. 7	Oct. 9	Oct. 17
Empress of Asia*	Oct. 15	Oct. 18	Oct. 21	Oct. 23	Nov. 1
Empress of Canada	Oct. 30	Nov. 2	Nov. 4	Nov. 6	Nov. 14
Empress of Russia*	Nov. 12	Nov. 15	Nov. 18	Nov. 20	Nov. 29
Empress of Japan	Nov. 27	Nov. 30	Dec. 2	Dec. 4	Dec. 12
Empress of Asia*	Dec. 10	Dec. 13	Dec. 16	Dec. 18	Dec. 27
Empress of Canada	Dec. 25	Dec. 28	Dec. 30	Jan. 1	Jan. 9
Empress of Russia*	Jan. 7	Jan. 10	Jan. 13	Jan. 15	Jan. 24
Empress of Japan	Jan. 29	Feb. 1	Feb. 3	Feb. 5	Feb. 13
Empress of Asia*	Feb. 25	Feb. 28	Mar. 3	Mar. 5	Mar. 14

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FRI. 15th THURS. 26th

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AUGUST.

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MON. 18th THURS. 28th

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S.S. "CITY OF DELHI" 9th August.

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*KIDDERPORE	5,331	19th Aug.	Straits, Colombo, Bombay & Karachi.
*KASHMIR	8,955	30th Aug.	Marseilles, London, Hull, Rotterdam & Antwerp.
MANTUA	10,046	13th Sept.	Bombay, Marseilles & London.
*ALIPORE	5,273	17th Sept.	Straits, Colombo & Bombay.
*KASHGAR	9,005	27th Sept.	Marseilles, London, Hull, Rotterdam & Antwerp.
MALWA	10,380	11th Oct.	Marseilles & London.
*KHAYBER	9,114	25th Oct.	Marseilles, London, Hull, Rotterdam & Antwerp.
MACEDONIA	11,120	8th Nov.	Bombay, Marseilles & London.
*NAGPORE	5,283	15th Nov.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KARMALA	9,128	22nd Nov.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RAWALPINDI	10,610	6th Dec.	Bombay, Marseilles & London.
*KASHMIR	9,114	20th Dec.	Marseilles, London, Hull, Rotterdam & Antwerp.
RANCHI	16,650	3rd Jan.	Marseilles & London.
*KASHMIR	8,955	17th Jan.	Marseilles, London, Hull, Rotterdam & Antwerp.
COMORIN	15,132	31st Jan.	Marseilles & London.

* Cargo only. * Calls Casablanca.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TILAWA	10,000	16th Aug.	Singapore, Penang & Calcutta.
TALAMBA	8,013	23rd Aug.	Singapore, Penang & Calcutta.
SHIRALA	7,841	30th Aug.	Singapore, Penang & Calcutta.
TALMA	10,000	11th Sept.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

TANDA	6,956	5th Sept.	Manila, Thursday Island, Townsville, St. Albans.
NELLORE	6,953	31st Oct.	Brisbane, Sydney & Melbourne.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambagan, Tawau, Timor, Darwin, or other ports en route as in-shipment offers.

Frequent connections from Australia with the following:-
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

TANDA	6,956	10th Aug.	Moji, Kobe & Osaka.
*ALIPORE	5,273	16th Aug.	Shanghai, Moji & Kobe.
TALMA	10,000	16th Aug.	Amoy, Moji, Kobe & Osaka.
MANTUA	10,046	16th Aug.	Shanghai, Moji, Kobe & Yokohama.
SHIRALA	7,841	22nd Aug.	Amoy, S'hai, Moji, Kobe & Osaka.
*KASHGAR	9,005	28th Aug.	Shanghai, Moji, Kobe & Yokohama.
*BERIMA	10,980	31st Aug.	Shanghai & Kobe.
MALWA	10,380	24th Sept.	Shanghai, Moji, Kobe & Yokohama.
*NAGPORE	5,283	28th Sept.	Shanghai, Moji, Kobe & Yokohama.
KHAYBER	9,114	28th Sept.	Shanghai, Moji, Kobe & Yokohama.
MOREA	10,954	10th Oct.	Shanghai, Moji, Kobe & Yokohama.
KARMALA	9,128	19th Oct.	Shanghai, Moji, Kobe & Yokohama.
MACEDONIA	11,120	24th Oct.	Shanghai, Moji, Kobe & Yokohama.
*NAGALA	11,120	27th Oct.	Shanghai & Kobe.
RAWALPINDI	10,610	7th Nov.	Shanghai, Moji, Kobe & Yokohama.
KALIAN	9,144	22nd Nov.	Shanghai, Moji, Kobe & Yokohama.
RANCHI	16,650	6th Dec.	Shanghai, Moji, Kobe & Yokohama.
*KASHMIR	8,955	20th Dec.	Shanghai, Moji, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to:-

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P. & O. Building, Connaught Rd. C., Hong Kong.

Agents.

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ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and IRON FOUNDRERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two slipways and can accommodate any craft of 500 feet long.
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Shipyard: Sham-Hui-Po, Kowloon, Hong Kong. Tel. 57008.
Estimates furnished on application.
Hong Kong, April 1, 1930.

CONSIGNEES.

NOTICE TO CONSIGNEES.

LLOYD ROYAL BELGE S.A.

From ANTWERP.

The Steamship, "PATAGONIER"

having arrived, Consignees of cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 11th August, 1930, will be subject to rent.

All claims against the vessel must be presented to the Undersigned on or before 18th August, 1930, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 11th August, 1930, at 10 a.m. No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE LTD.

Agents.

Hong Kong, 4th August, 1930.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From LEITH MIDDLEBRO', ANTWERP, LONDON, STRAITS AND PHILIPPINES.

The Steamship, "BENVRACKIE"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 23rd instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th instant, at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.

Agents.

Hong Kong, 2nd August, 1930.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LTD.

From MIDDLEBRO', LONDON AND STRAITS.

The Steamship, "BENLEDI"

Consignees of cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th instant will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 25th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 8th instant, at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.

Agents.

Hong Kong, 4th August, 1930.

WATER LEVELS.

ON WEST, NORTH AND EAST RIVERS.

The following table, issued by the Kwangtung River Conservancy Commission, shows in English feet the water levels on the West River, North River and East River, on the dates named:

Aug. 4. Aug. 5.

Shiuhing 25.2 25.4

Taiyueuen 16.2 16.2

Samshui 16.5 17.0

Sheshung 10.1 10.6

The highest levels on record are:-

Shiuhing, 41 feet; Taiyueuen, 29.2 feet; Samshui, 27.3 feet; Sheshung 15.5 feet.

The lowest level on record at Samshui is minus 5 feet and at Sheshung minus 2.7 feet.

Bill of Lading will be countersigned by

DODWELL & CO., LTD.

Agents.

Hong Kong, 3rd August, 1930.

NEW FRENCH GIANT LINER.

Paris, June 22.

The French Line has just ordered a new ship of over 60,000 tons. She will be 1,030 feet long and 110 feet wide. The engines will be of 120,000 horse-power, and the ship's speed is estimated at 28 knots. The ship, which is called a super Ile de France, will be ready for service in April, 1933.

TRAVEL A.O. LINE

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STEAMER

CHANGTE

TAIPING

12th Aug.

22nd Aug.

25th Aug.

25th Aug.

10th Sept.

13th Sept.

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CONSIGNEES

THE EAST ASIATIC CO. LTD., COPENHAGEN.

The Motor Vessel, "ASIA"

having arrived, Consignees of cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., whence delivery can be obtained as soon as the goods are landed.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th August, 1930, at 4 p.m., will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined by Messrs. Anderson & Aho on the 12th August, 1930, at 10 a.m.

All claims against the vessel must be presented to the Undersigned before the 16th August, 1930, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JOHN MANNERS & CO., LTD.

Agents.

Hong Kong, 8th August, 1930.

LLOYD TRIESTINO-NAVY-CO.

NOTICE TO CONSIGNEES.

S.S. "FIUME-L"

From Trieste, Venice, Port Said, Massaua, Aden, Karachi, Colombo, Penang & Singapore.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hong Kong & Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 3rd instant.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 9th instant will be subject to rent.

All claims against the vessel must be presented to the Undersigned on or before the 19th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant at 10 a.m. by our surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by

DODWELL & CO., LTD.

Agents.

Hong Kong, 3rd August, 1930.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

DOCK OWNERS, SHIP BUILDERS, MARINE AND LAND ENGINEERS, BOILER MAKERS, IRON, STEEL, AND BRASS FOUNDERS, FORGE MASTERS, ELECTRICIANS.

The Company possesses Six Granite Docks and Two Patent Slipways. The dimensions of No. 1 Dock are 700 ft. x 86 ft. x 30 ft.

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins.

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Single screw steel passenger and cargo motor ship. Dimensions: — 154' 0" B.P. x 28' 0" Mid. x 11' 6" Mid.; D.W. 470 tons; B.H.P. 360; Speed 10 1/2 knots. Built and machinery installed by The Hong Kong & Whampoa Dock Co., Ltd., to the order of La Naviera Filipina Inc. Cebu for Philippine coasting service.

Please address enquiries to the Chief Manager:

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.



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Pres. Lincoln Tues. Aug. 26 Pres. Cleveland Tues. Aug. 26

Pres. Madison Tues. Sept. 9 Pres. Pierce Tues. Sept. 15

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EUROPE AND NEW YORK DIRECT

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a.m. a.m.

Pres. Garfield Sun. Aug. 10, 9 a.m. Pres. Adams Sun. Sept. 7, 9 a.m.

Pres. Polk Sun. Aug. 24, 8 a.m. Pres. Harrison Sun. Sept. 21, 8 a.m.

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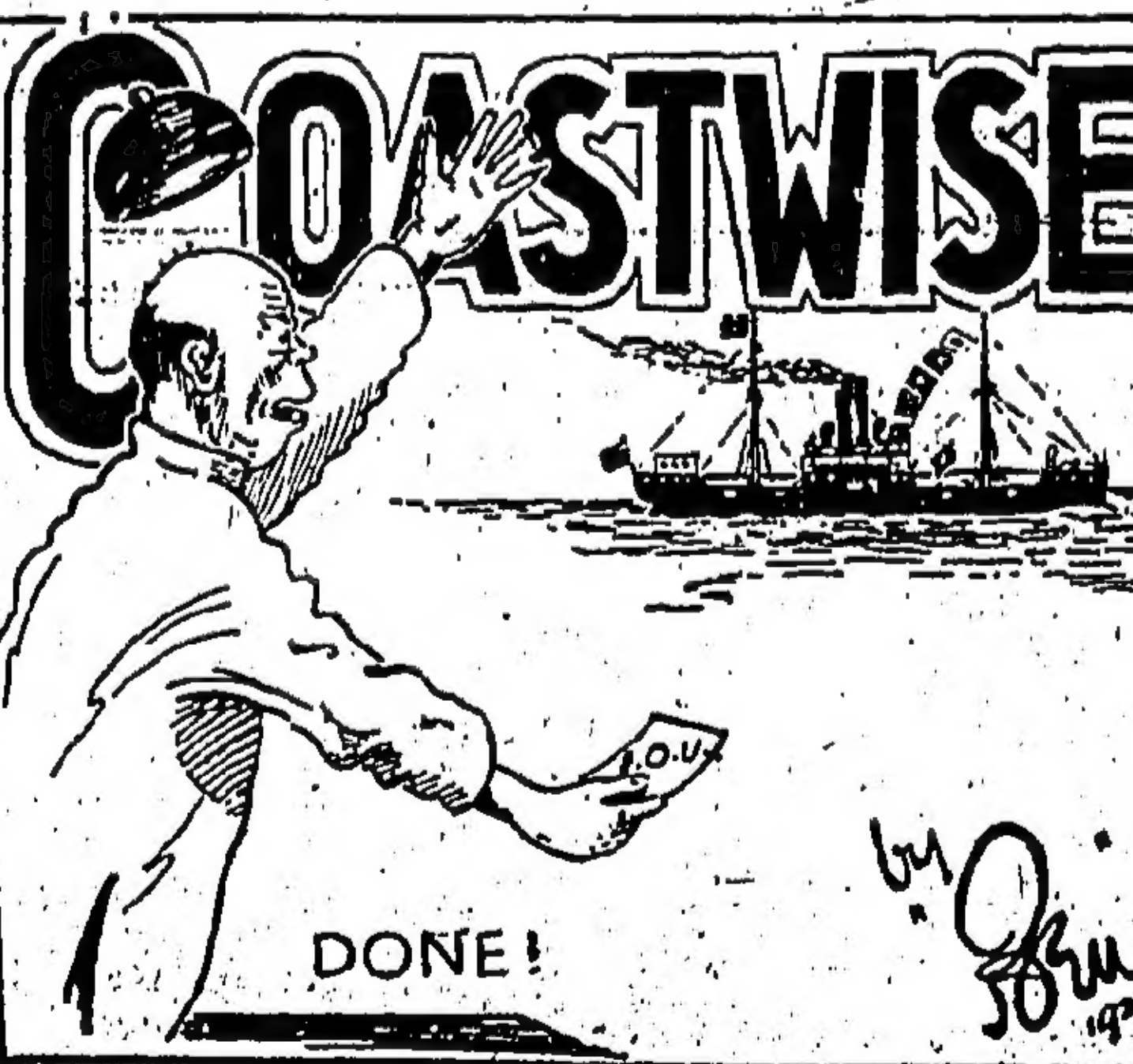
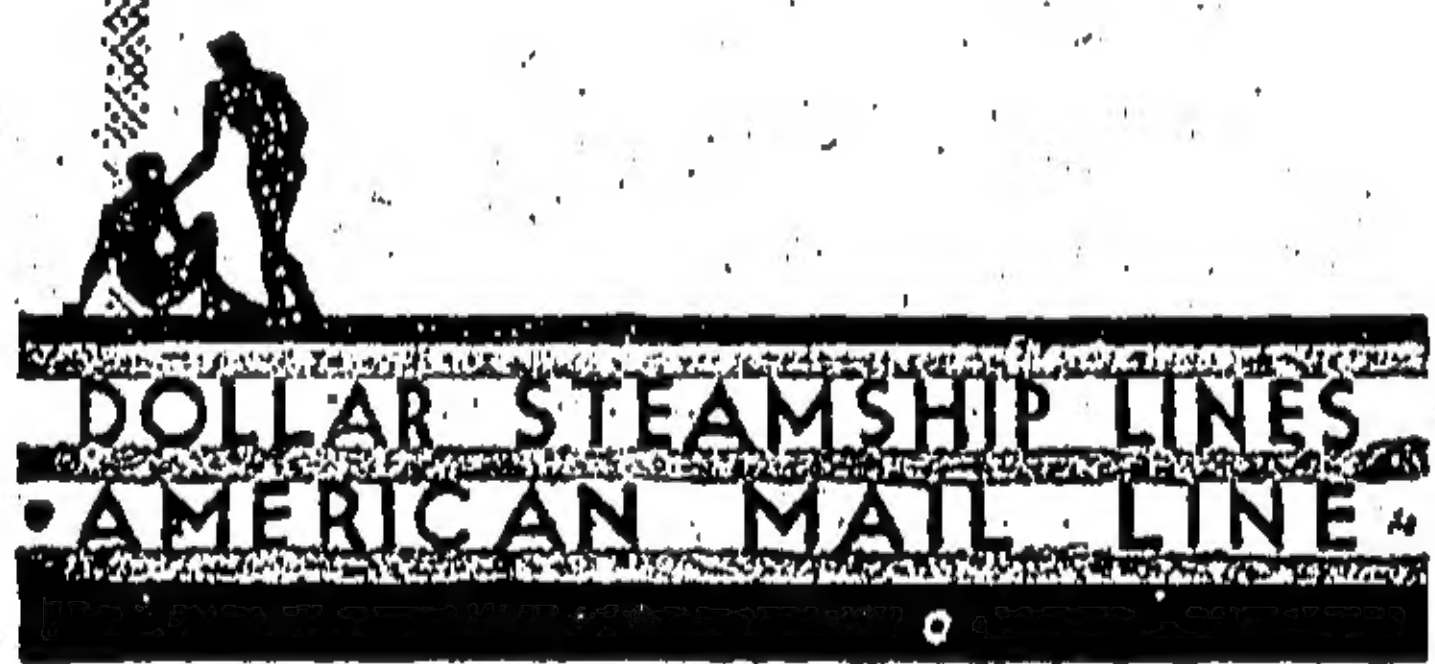
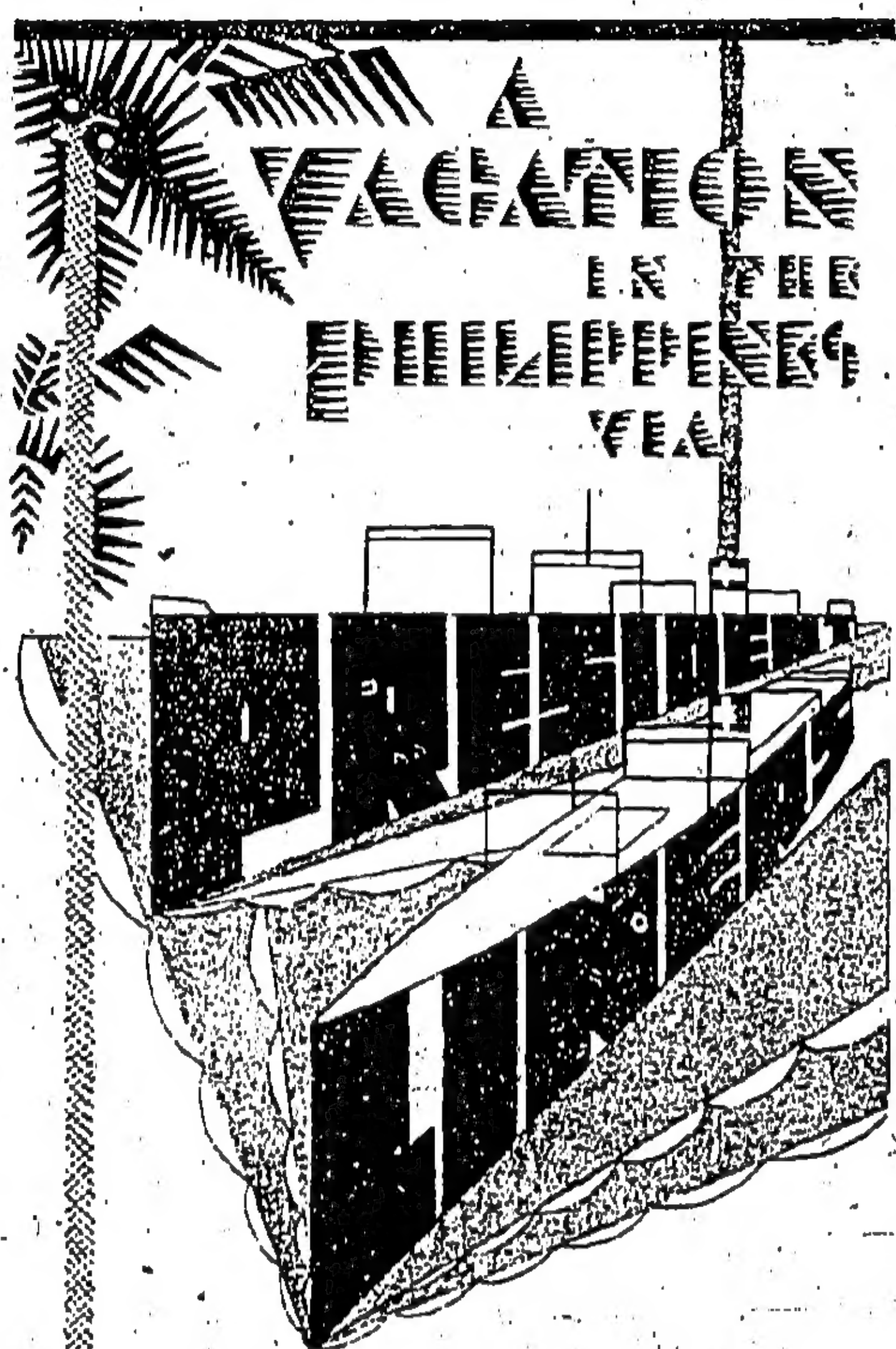
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Street, Strand, W.C.2.

Hong Kong, Thursday, Aug. 7, 1930.

YACHTING.

The news published to-day that His Majesty the King, with his famous yacht Britannia, has again won the historic race at Cowes, this being the two hundredth anniversary of the sailing of the Royal yacht of that name, recalls the fact that Britannia began to win laurels for Royal yachtsmen as far back as 1893. In that year, which belonged to a period known to yachtsmen as "the second great era," was built the cutter Britannia, the order for which was given by the Prince of Wales (afterward King Edward VII). This followed a declaration by the critics that in the future no yachtsmen would build a class racer larger than a 40-rater (60 feet L.W.L. with 4,000 square feet of sail). There was no uncertainty of sail, which owed so much to that great monarch and sportsman. As the years 1870 to 1880 will always be remembered for the great schooners and for the glorious fleet of old-fashioned cutters and yawls, which showed such fine sport before they were outbuilt by the so-called "plank-on-edge," (i.e., smaller yachts carrying an inferior area of sail), so will the seasons following 1892 be identified with the big cutter racing. In that year it was commonly said that yachtsmen would build no more very large cutters, yet the lie was soon given to this by the construction of King Edward's Britannia, while Lord Dunraven built Valkyrie II and in the same season an American yachtsman took the Herreshoff yacht Navahoe over the Atlantic.

Yacht designing and building now became a science demanding the highest tax upon the skill and ingenuity of the naval architect. The cutter Valkyrie II visited the United States in 1893, but was beaten. Curiously enough, when the crack Herreshoff cutters Navahoe and Vigilant visited the British Isles they were severely defeated by the British yachts. In 1893 the Navahoe started 13 times and only won two first prizes. In 1894 Vigilant did a little better. During the years that followed Britannia held a wonderful record, between 1893 and 1897, which included 219 starts, 122 first prizes, 25 other prizes, making a total of 147 prizes, valued at £9,978.

The impetus given to yachting in general by the enthusiastic patronage of King Edward made itself felt in almost every civilized quarter of the globe, and now, a few years of any size, especially in any of the British Colonies, do not have their yacht clubs and races. In Hong Kong there is an enthusiastic coterie which provides some excellent sport during the season, but there does not seem to be the same kind of enthusiasm among the general public in the Colony for sailing that is exhibited in Singapore, to name only one other Settlement. In Hong Kong yachting, which is, after all, a not very expensive pastime, appears to be confined to the select few, although, with such an ideal waterway as we possess here, and with excellent facilities both for the building and racing of yachts, one would have thought that it would have received a greater measure of support. Without being over-ambitious, there is no reason why a Hong Kong Week, a semi-sporting, semi-social event, should not be organized for the Colony, in conjunction, perhaps, with the Corinthian Club at Shanghai and the Singapore Yacht Club. New records might be set up, and an international phase be given to British Colonial yachting which would go far, as do most sports, to improve foreign relations, as well as do a great deal to popularize this most healthy and skilful sport that is not for kings and millionaires alone, any more than is tennis, which once held the Royal prerogative.

News in Brief.
Owing to the Concert to be held at Volunteer Headquarters, the Band Concert to be given on the Hong Kong Cricket Club ground by kind permission of Major J. B. Taylor and Officers, the Somerset Light Infantry, has been postponed from to-morrow to Friday, August 16, at 6.30 p.m.

A reception in honour of the Bishop of Macao is being held by the Portuguese community in the Club Lusitano to-morrow at 5.15 p.m.

The American Consulate General in Hong Kong is interested in obtaining information concerning the whereabouts of Mrs. Zena Axe, who is said to have resided in Hong Kong some time ago.

The Government of Hong Kong is advertising in the London papers for a secretary in the Medical Department, with a sound knowledge of general business principles, and experience of the workings of a large hospital or infirmary. The salary offered is £800 per annum, rising to £1,000.

Gunner White, R.A., stationed at Mount Davies Barracks, yesterday turned over to the Police a white "chow" dog owned by him which had bitten Bdr. Todd at the Barracks on Tuesday night. Bdr. Todd is receiving attention at the Military Hospital, Bowen Road. The Police have taken the dog to Kennedy Town for observation.

From Messrs. Benjamin and Potts the China Mail has received a very useful hand-book of stocks and shares, showing the financial position of about thirty local companies at the end of each financial year from 1925 to 1929. To those interested in local securities, this hand-book is of great value, and the information is set out in most readable form.

A Chinese woman named Li Kiu was to-day sentenced to nine months' hard labour for returning from banishment, before the term of the deportation order had expired. According to Inspector J. Murphy, the accused served two months in all in 1920 for larceny, and five months last year for a breach of the Opium Ordinance. She was banished for five years on October 28, 1925.

CORRESPONDENCE

RIKISHAS AND CHAIRS.

[To the Editor of "China Mail."] Sir—If "Pung Yau" is really a "Pung Yau"—whether to the chair and rikisha—coolies or to the "shortsighted well-wishers" does not matter—he must be blind to the fact that as long as the Hong Kong Government issues licences to those "beasts of burden," the streets in Hong Kong and Kowloon will be well decorated with chairs and rikishas, whether the Government grants an increase or not. "Pung Yau" entirely drifted away from the question under discussion at the Legislative Council meeting. The Hon. member of the Legislative Council petitioned for an increase in fares and not the abolishment of rikishas and chairs. That will follow automatically when the P.W.D. can invent some way to improve the numerous alleyways of Hong Kong and the steep paths leading to the door steps of all Peak residences, accessible to taxis. No doubt the Hong Kong Government will then consider ways and means to abolish rikishas and chairs. To finance the suggestion of "Pung Yau," more than a lakh of dollars would be required to turn these thousands of rikisha and chair coolies into unemployed chauffeurs.

Yours, etc.,

LAM TACK-IN.

Canton, August 5.

WEDDING.

TWO WELL-KNOWN CHINESE FAMILIES UNITE.

LAW-HO.

Considerable interest was shown by the Chinese community yesterday when Miss Phyllis Viola Ho, youngest daughter of the late Mr. Ho Fook, became the bride of Mr. Edward Law, M.B., B.S.

The ceremony was performed by the Rev. Frank Short at the Union Church, Kennedy Road, before a large gathering of friends and relatives of the bridal pair. The bride, who was charmingly gowned in silk tulle and faillie of the period of 1890, was given away by her brother, Mr. Ho Lu, Comptroller of the Mercantile Bank. She carried a bouquet of white lilies and asparagus fern, and was attended by the Misses Kathleen and Margaret Grose as bridesmaids, whose dresses were of the same period; one in rose and the other in lemon shades with bonnets to match. Their bouquets were of gladioli and asparagus fern.

The duties of best man were discharged by Mr. J. D. Lytton. After the ceremony, an elaborate reception was given in the Hong Kong Hotel Roof Garden, where a large number of friends offered their congratulations to the happy couple. The honeymoon is being spent at Repulse Bay.

FALSE LABELS.

FOR CHINESE MEDICINAL TEA.

INVENTOR'S COMPLAINT.

The false application of labels for a Chinese medicinal tea such as would deceive was a charge brought against Fung Dick at the Kowloon Magistracy this morning before Mr. Whyte-Smith.

Fung said that his name was not Fung Dick but Wong Dick, and that he had just come out of hospital. A short time ago, a man named Fung Chik lived at his house at 272 Tai Nam Street, Shamshuipo, and he engaged him (defendant) to carry the medicine. He knew nothing about it, and he was only getting a small wage from Fung Chik for his work.

Detective-Sergeant W. E. Meadows, prosecuting, said that the Police went to the man's house and there found defendant's son printing wrappers with a wooden block. He had lived there for about a year.

Wong Kun-choi, shopkeeper, of 24 Aberdeen Street, spoke to being the registered original inventor of the Ching Wong Lo Rat medicinal Chinese Dealers. The trade mark had been registered by the Official Registrar at the Supreme Court.

Det.-Sergt. Meadows said that he seized 425 packets with false labels. Mr. Whyte-Smith, taking into consideration the fact that defendant was a servant, or may have been, imposed a fine of \$50 with the alternative of one month's hard labour.

BRITISH THRONE.

WILL FUTURE KING BE BORN.

NATIONAL INTEREST.

London, Yesterday. National interest is centred in Glamis Castle, Forfarshire, the residence of the Duchess of York's parents, where Her Royal Highness is expecting her accession at an early moment. The famous obstetricians, Sir Henry Simson and Dr. Frank Reynolds, are residing at Glamis Castle. The importance of the event lies in the fact that the baby, if a boy, will stand next in succession, after the Prince of Wales, and after its father, to the Throne; therefore, in accordance with custom, the Home Secretary, Mr. J. R. Clynes, travelled to Scotland to be in close touch with the domestic event. Mr. Clynes is staying at Airrie Castle, the residence of the Dowager Countess of Airrie, who is Lady-in-Waiting to the Queen, eight miles from Glamis.

Arrangements have been made to convey the news from Glamis Castle to their Majesties, who are in the Royal yacht at Cowes. The messages will be transmitted to Buckingham Palace, thence by private wire to the yacht.—Reuter.

VOLUNTEER CORPS.

PROGRAMME FOR CONCERT TO-MORROW.

The following is the programme for the Volunteer Corps promenade concert to-morrow night:—
Part I.
1.—March: "El Abanico" (Javaloyes)—The Corps Band.
2.—Song: "A Song of Thanksgiving" (Allison)—Mrs. Portallion.
3.—Mr. Dick Barry and a Piano.
4.—Songs: (a) "Moon-enchanted" (Besby) and (b) "Summer" (Chaminade)—Mrs. Snowden Jones.
5.—Fox Trot: "Happy Days are here again" (Agar), and Serenade: "Dream of Love" (Fulton)—The Corps Band.
Cornet Soloist: Bandman M. H. Sequiera.

Part II.
1.—Sketch: "By the Swanes River" (Myddleton)—The Corps Band.
2.—Songs: (a) "Orpheus with his Lute" (Sullivan), and (b) "The Lass with the Delicate Air" (Arno)—Mrs. Snowden Jones.
3.—Mr. Dick Barry and a Piano.
4.—Song: "Hills of Donegal" (Sanderson)—Mrs. Portallion.
5.—Fantasia: "In a Persian Market" (Ketelby)—The Corps Band.
Regimental March.
God Save the King.
Accompanied:—Mr. F. Mason, A.R.C.O., L.T.C.L.
Corps Bandmaster:—Mr. A. J. M. Corriga.

MISSING AIRMAN.

Sydney, Yesterday. There is no news of the airman Cunningham, who is believed to have landed in a remote spot. He does not possess wireless. The authorities have ordered a search of the interior of Timor island.

Airman Found.
Batavia, Yesterday. Cunningham has been located in the island of Flores, Dutch East Indies, where he landed safely on August 5. He intends to resume his flight to Bima shortly.—Reuter.

DOCTOR'S LOSS.

DEATH OF UNIVERSITY UNDERGRADUATE.

MR. KWOK-WA CHUAN.

A popular young undergraduate of the Hong Kong University, Mr. Kwok-wa Chuan, son of Dr. and Mrs. M. H. Chuan, died at his parents' residence, 178, Kowloon Tong yesterday after a long illness at the age of 21 years.

He was a pupil of the Diocesan Boys' School from which he went to the Lingnan University, Canton, and subsequently entered the Hong Kong University to study medicine, about three years ago. A resident of St. John's Hall, Mr. Chuan was for a time Hon. Secretary of the Hall.

Much sympathy of a large circle of friends will be extended to the deceased's parents, two brothers (one of whom is Dr. K. W. Chuan), and four sisters, one of whom is the wife of Mr. Chan Hing-wa, a member of the Board of Directors of the Po Leung Kuk.

The funeral took place to-day, the coffin arriving at the Pottinger Street wharf from Kowloon at 12.30 p.m. It was met by a large number of friends. The interment was at the Chinese Christian Cemetery at Pokfulam, where many other mourners had gathered in waiting for the cortege.

CRASH AT KAI TACK.

FLYING CLUB PLANE DOWN.

SKILFUL LANDING.

Flying Officer Howes, instructor to the Hong Kong Flying Club, and Mr. A. V. Harvey, of the Far Eastern Aviation Company, had a mishap yesterday in a plane in which they were doing bombing practice, prior to the "crazy flying" exhibition which had been scheduled. Fortunately neither was hurt.

According to eye-witnesses, for some reason not yet ascertained, the machine failed to "zoom" after the last bomb had been thrown, but due to the skill of Mr. Harvey, who was piloting, a forced landing was made in a padi field.

Flying Officer Howes was thrown out rather heavily, but at once jumped to his feet, and assisted Mr. Harvey from the machine. The plane was taken back to Kai Tak for examination.

A Presentation.
After the termination of the exhibition, a pleasing ceremony took place when Flying Officer A. D. Bennett, who acted as instructor to the Club until the arrival of Mr. Howes, was presented with a model of V.R.H.A.A. in silver, by members of the General Committee and pupils.

Flying Officer Bennett leaves for Home to-day, having recently returned from Wei-hai-wei.

Official Report.
The following is the official report of the aeroplane accident contained in this morning's Police reports:—
Sub-Inspector Elston reported at 5.40 p.m. yesterday that an aeroplane (V.R.H.A.A.), owned by the Hong Kong Flying Club, which was piloted by Flying Officer H. A. Howes, with Mr. A. V. Hardy as passenger, crashed in a vegetable field at Nga Tsin Wai Village, Kowloon City, and turned turtle. No one was injured, and the extent of the damage to the plane is unknown.
Damage was done to vegetables in the field to the extent of \$5.

Ten Years Ago.

[From the "China Mail" of August 7, 1920.]

To-day's dollar is worth 4/2d.

The s.s. Marne, a locally built vessel, is aground off Tykam Island, being a casualty consequent on the recent typhoon. Latest reports are that she is held hard and fast and that the deck is under water at low tide, while at high tide the water reached the bridge.

The Marne is owned by the Campagne Navigation Francaise de Indo-Chinoise, of Saigon and is under charter to Messrs. Lapicque & Co. of Hong Kong.

Ten Years Hence.

[From the "China Mail" of August 7, 1940.]

It is reported that meters are to be fitted on all public motor cars to register fares.

The Hong Kong Tourist Bureau has introduced coloured placards, depicting the beauties of the Colony, on every ship leaving Britain, America, Australia, and Canada for the Far East.

"THE CRIMINAL IS NOT A HERO."

Doctor on the Need for Executions.

TEETOTAL ROGUES.

"There is more attention paid to the comfort of the rogue than to the comfort of the decent man. There is too much glorification of the criminal, and his cowardly character is left out of consideration."

Dr. James Devan, of Glasgow, a medical officer in Scottish prisons since 1895, made these comments on criminals when he gave evidence before the Select Committee of the House of Commons which is considering the Capital Punishment Bill.

For 16 years he served as one of the Prison Commissioners for Scotland.

"There is a tendency to-day to treat the criminal too much from the standpoint of the criminal and too little from the standpoint of the community," he declared.

"If you abolish capital punishment you would have more devon people killed and more wretches kept alive. There are people with no moral or social sense quite prepared to do anything if their necks are safe."

Hanging the Guilty.

Dr. Devan said he did not think the law should distinguish between murderers on the ground of their sex.

"It is possible to hang the wrong man," said Dr. Devan, "but that is not sufficient reason for deciding that on no account will we ever hang the right one."

Dr. Devan cited cases of murder where drink had played a prominent part, and the chairman, the Rev. James Barry, asked if drink was responsible in a great many cases of murder.

"The curious thing is that in the old days there was serious drinking," Dr. Devan replied, "but the younger generation to-day is showing a greater recklessness and premeditation for evil than the old one. The prisons are not filled with drunkards to-day, but with teetotalers—not all, of course—and they are filled with a rotten bad lot."

The Rev. James Barry: You are not suggesting that teetotalism are more inclined—

Dr. Devan: I am not suggesting that it was teetotalism in any other sense than it was drunkenness. You see drunkenness in the old days did one good thing—it gave a man a sore head afterwards and made him think. Nowadays young people get drunk on the pictures and God knows what else, and their attitude towards life is appalling.

Dr. Devan said that he had been too long in prison life to have any great belief in the reforming influence of imprisonment.

"Horrible Things."

"People must reform themselves," he said. "Whenever people try to reform others they make a mess of it."

He agreed that executions were horrible things; "but," he added, "you have to do horrible things in this world in order to preserve the health of the world."

Speaking of the possibility of keeping the knowledge of an execution from other prisoners Dr. Devan said: "It cannot be done. Anyone who knows anything about prisons knows there is a kind of wireless system among the prisoners. They know a great deal more about what is going on than some of the officials."

Dr. Ethel Bentham asked Dr. Devan what kind of people were those who, he said, were only deterred by the fear of death.

"A Dot on the Lug."

"They are people who have taken a wrong mental attitude towards life," was the answer. "Take the young criminals. If they are accused of taking money they say they are only doing what millionaires are doing in another form. Then again they are braggarts, and say, 'I did not ask to be brought into the world.'"

"In short, they think they are talking philosophically when they are only talking nonsense. It is the result of an evil egoism, and instead of pampering them you want to give them a dot on the lug—they understand that answer." (Laughter.)

Dr. Ethel Bentham: Did you find many abnormal people among the prisoners?

Dr. Devan: No. I found as many abnormal people among the officials as I found among the criminals. (Laughter.)

U.S. CENSUS.

Washington, Yesterday. The population of the United States is estimated at approximately 122,729,000, on the basis of the preliminary census figures. Reuter's American Service.

650 VERSIONS OF THE BIBLE.

Translation Puzzles in India.

BIG SCALE BUSINESS.

Six hundred and fifty versions of the Bible and a record circulation in 1929!

By adding twelve new versions to the list and introducing the Bible to many thousands of new readers the British and Foreign Bible Society during the past year has proudly upheld its claim to make the Gospel the world's "best seller."

A visit to the Bible House in Chowringhee, and a chat with the Rev. A. Willifer Young, the Calcutta Secretary of the Society, revealed some of the romance that lies behind this remarkable achievement.

When I entered the Bible House I found it was right in the heart of the city, a floor, to ceiling with books—yet all one book. There are in stock nearly 400,000 Bibles, New Testaments and Portions, in sixty languages and dialects. On an average, 15,000 books are issued each month for distribution throughout Bengal, Bihar and Orissa and Assam. The chief sales, I was told, are in Bengali and Hindi but many thousands are bought by people speaking Oriya, Urdu, Lushai, Assamese and Nepali, and less numbers by the aboriginal and tribal peoples among whom education is slowly but surely spreading.

"Luxury" Bindings. Besides an array of cloth and paper bound volumes there are Bibles and New Testaments in Indian vernaculars, printed on India paper, and bound with the same finish as the English Bibles. There are always some who are anxious to have these "luxury" bindings. The printed sheets are sent to the best London binders who finish and gild the books more cheaply and better than they can be done in this country. Needless to say the full cost of such books is recovered, and the loss on sales is limited to the "missionary" editions in cloth or paper which at nominal prices are easily within the reach of every man.

Business on so large a scale, and in so many languages, means that translation and revision are always going on. As almost every range of hills in Assam has its own language one need not be surprised to hear that the Calcutta Auxiliary has the longest language list of any of the Bible Society's agencies. No house of commerce is able to keep in touch with so many and diverse constituencies in quite the same way as the Bible Society.

Who would imagine, for example, that it takes as long to send New Testaments to the Maras, or Lakher, tribe as it would to send a cargo from Calcutta to London? Train, steamer, country boat and carrier have to be impressed into the service when these people want Scriptures, and although their evangelization was only begun 25 years ago many of them are getting a knowledge of the Book. Sometimes this is revealed in strange ways. A short time ago an aeroplane passed over the North Arakan Yoma mountains on its way

to Burma, and as the tribesmen had never seen one the roar of the approaching machine filled them with consternation. The host then thought it to be a token of approaching calamity but the Christians, calling to mind some passages they had read, imagined it was a sign of the second coming and waited expectantly in that hope!

The latest version under consideration is for the Abor Miris the strongest and largest tribe in the North East Frontier Tracts.

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CHEMISTRY AND CRIME.

Work of Government Analyst.

STRAITS INVESTIGATIONS.

The annual report on the work of the Government Analyst, Department in the Straits Settlements last year contains much information, both curious and intriguing.

Work for the Police is undertaken in connection with prosecutions or general investigations. Thirty-five exhibits associated with poisoning cases were examined—Poisons were identified in 11 of these and included opium, atropine, aconite, chloroform, iodic acid, metallicdehyde, hydrochloric acid and potassium cyanide. In two cases non-poisonous material maliciously introduced into food, namely washing soda and gum benzoin, was found.

Six lots of exhibits in counterfeit coins were received. In two of these complete coining outfits were seized and in each case the coins were made from a tin-head alloy. In all the cases where no apparatus for coining was found the coins were made of brass coated with silver and were remarkably good imitations of genuine currency. They appear to be imported. The total number of coins examined was 1,661.

Eighty-one lots of crackers were examined and a large proportion was found to contain prohibited ingredients. Other articles included a bomb, a pistol, several secret-ink documents, a gold bangle, a gold ingot made of tin, an axe connected with a robbery from a steel box, clothing in a violent throwing case, etc.

Thirty-three samples of explosives not liable to testing under the Arms and Explosives Ordinance were inspected for identification.

Revenue Officer Asphyxiated. The work required by Department other than those above mentioned included the examination of preserving spirit, paint, a portion of high tension cable and documents. A portion of boiler scale was analysed in connection with a boiler explosion in a local factory and a number of samples of sand was analysed in connection with a land purchase.

At the request of the Master Attendant an investigation was undertaken into the circumstances in which a Revenue Officer was asphyxiated while searching a ship. It was demonstrated that the wet native rubber which was contained in the hold was capable of rendering air irrespirable by the substitution of carbon dioxide for oxygen.

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ROUND THE CINEMAS

"HARMONY AT HOME" COMING TO-MORROW.

A FAMILY PROBLEM.

An American family's big problem would seem to be what to make of an offering in his late teens who simply will not come to an amicable understanding about a job.

This situation is forcibly demonstrated in "Harmony at Home," opening at the Queen's Theatre, all talking Fox Movietone film directed by Hamilton McFadden and featuring William Collier, sen.

Collier plays the father of a group consisting of an older daughter, played by Marguerite Churchill; a younger daughter, played by Charlotte Henry; and a son, aged seventeen, played by Charles Eaton in this screen version of Harry Dell's stage hit, "The Family Upstairs."

"LONE STAR RANGER."

Sue Carol, portraying the leading feminine role in "The Lone Star Ranger," Fox Movietone all talking border romance, coming to the Queen's on Sunday, was selected as one of the 13 Wampus baby stars in 1928. She is featured with O'Brien, who enacts the character of a Texas Ranger.

O'Brien and Miss Carol furnish the love interest in this Zane Grey story of the West. Walter McGrail, Lee Shumway, Russell Simpson, Warren Hymer, Elizabeth Patterson, and Caroline Rankin head the large supporting cast.

A. F. Erickson directed the picture, and A. H. Van Buren was in charge of stage direction.

"DANGEROUS CURVES."

A sixty-four years old wall familiar to amusement seekers throughout the world has been brought to the motion picture screen. It is the tuneful whine of the circus steam calliope and it is heard in "Dangerous Curves," Clara Bow's new Paramount talking picture.

The steam calliope first joined the circus in 1885 with the Hagenback-Wallace show. It was a tremendous sensation and proved a great crowd gatherer. One by one the other shows took up the calliope until now it is as much a part of the circus as "big-top," lemonade, peanuts and elephants.

All phases of circus life from the action in the rings to the colourful routine existence of the performers were pictured in the new Bow picture. The "It" girl portrays a performer who turns from an equestrian act to a clown stunt. Richard Arlen, her leading man, takes the part of a tight-wire performer.

"Dangerous Curves" will be the feature on the programme at the Central Theatre for five days, beginning to-day.

"THE THREE SINNERS."

Incontestably proving herself once again the greatest tragic actress on the screen to-day, Pola Negri showed at the Majestic Theatre last night in her latest starring picture for Paramount, "Three Sinners." Sulting her personality and artistry to perfection, "Three Sinners" is a screen creation by this gifted actress which will live long in the memory of those who see this remarkable classic, directed by Rowland V. Lee.

Pola Negri is at her best in the portrayal of such characters as the Countess Gerda Wallentin, a woman who passes from a society leader to a painted adventuress in a swift moving story which grips from start to finish.

Opening in her home in Dresden where she is happy in her love for husband and child, rushing events carry her to a supposed death, renunciation of her home and child, depths of horror and glittering sin in a Paris gambling palace, and eventually to genuine love.

Tullio Carminati, as the lover, and Paul Lukas, as the husband, give remarkably fine performances. Olga Baclanova, the colourful Russian actress, proves a splendid foil for dark-Pola. The story has been adapted to the screen from a successful European play, "Her Second Life."

ANNULMENT OF MARRIAGES.

The tribunal of the Sacred Rota in the Vatican, to which all pleas for annulment of marriages are presented, examined 77 such cases in 1929 and granted 20 annulments. Some of the motives for annulment given are lack of consent, violence, impotence, and insanity. Most of the cases are non-Italian.

It is interesting to note that all pleas are carefully prepared in "not more than twenty" folio pages, which is a rule of the tribunal, and, of course, no defendant or witnesses are allowed. The verdicts are read out in Latin.

NEW ADVERTISEMENTS.

HONG KONG CRICKET CLUB.

OWING to the CONCERT to be held at Volunteer Headquarters, the Band Concert to be given on the Cricket Ground by kind permission of Major J. B. Taylor and Officers, the Somerset Light Infantry, is postponed from Friday, August 8, to FRIDAY, August 15, at 5.30 p.m.

TO LET.

TO LET—From August 25 till the end of September a fully furnished House on the Peak. Staff already installed. Apply Box No. 662, c/o "China Mail."

CLUB LUSITANO.

CONVITE.

SABO par este meio convidamos todos os Exmos. Socios do Club Lusitano e suas Exmas. Famílias e os demais membros da Comunidade Portuguesa, para se reunirem na "Sala Luis de Camões" do mesmo Club, na Sexta-feira, 8 de Agosto, às 3.15 p.m., a fim de assistirem a recepção em honra de S. Exa. Ravma, o Sr. Bispo de Macau, D. Jose da Costa Nunes.

A. E. S. ALVES,

Secretario.

Hong Kong, 6 de Agosto de 1930.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL.

Entertainments.

To-day—Queen's Theatre, "Hollywood Revue." To-day—Star Theatre, "Fighting Love." To-day—World Theatre, "Shakedown" and "Virgin Queen." To-day—Majestic Theatre, "Three Sinners." To-day—Central Theatre, "Dangerous Curves." To-day—Wellington Barracks, Concert, 8.30 p.m.

To-morrow—Volunteer Headquarters Concert, 9.30 p.m. August 9—Indian Recreation Club Concert.

Home Mails.

To-day—Inward from America and ports and Europe via Siberia (Shinyo Maru). To-morrow—Outward for Europe via Marseilles (Haruna Maru), 6 p.m.

Land Sale. August 11—At P.W.D. offices, one lot of Crown land at the junction of Embankment Road and Duke Street, Kowloon, 3 p.m. Lammerts' Auctions.

To-day—At Sales Room, Duddell Street, postage stamps, 5.15 p.m. To-morrow—At Sales Room, Duddell Street, household furniture, etc., 2.30 p.m.

Sports.

See Special Sports Diary on page 8.

Miscellaneous.

To-morrow—Hong Kong C.C. "At Home," 5.30 p.m. To-morrow—Whist Drive, St. John's Cathedral Hall, 8.45 p.m.

RADIO TO-DAYS PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 355 metres:—

5.45-6.30 p.m.—Children's Programme (Auntie Pat, Uncle Dick and Uncle Jeff will try to entertain the kiddies).

6.30 to 8 p.m.—European Programme of Columbia Records selected and supplied by the Anderson Music Co.

"Case No. 101 Suite" (Tchaikovsky). B.E.C. Wireless Symphony Orchestra (8200).

"Liebesleid" (Kreutzer). "Zapato" (Sarasate). Efreim Zimbalist, Violin Solo (8950).

"Classical"—Selection (Ewing). Squire Celeste Octet (9440).

"Florrie Ford: Old Time Medley." Florrie Ford, Comedienne (9750).

"Memories of Mandolashin" (W. Sear). Squire Octet (9849).

"The Lonesome Road." "Lady Divine." Layton & Johnstone (9461).

"The Ball of New York." Vocal Gens. Columbia Light Opera Co. (9925).

"The Singing Fool"—Selection. Debussy Symphonic Band (9754). "Your Love is All That I Care For." North Belany (Soprano) (9787).

"Singin' in the Bath." Eddie Walker, Comedian. "Show of Show"—Selection. Regal Cinema Orchestra (DX15).

8 p.m.—Chinese Studio Concert. 9 p.m.—Weather Report. Chinese Studio Concert continued. 10.30 p.m.—Close Down.

FATHER WILL ENJOY THESE

AN OLD-TIME SING-SONG

Columbia OLD MUSIC HALL FAVOURITES

DX21—An Old Time Sing Song
G1052-3—Old Time Music Hall Memories
G1076-7—An Old Time Minstrel Show
G9461—Florrie Ford Old Time Medley
MX2—Music Hall Memories

The Anderson Music Co., Ltd.

The Famous "CAT & BARREL" BRAND.

Having considerable stocks in hand, the price of these gins will not be advanced for the present, despite the recent drop in Exchange.

OBTAINABLE EVERYWHERE.

Sole Agents: **CALBECK, MACGREGOR & CO., LTD.**
(Incorporated under the Companies Ordinance of Hong Kong).
Prince's Building, Ice House Street, Hong Kong.

G. FALCONER & CO (HONG KONG) LTD.

WATCHMAKERS & JEWELLERS

DIAMOND MERCHANTS.

Union Building (Opposite G.P.O.)

Agents for: **ADMIRALTY CHARTS, ROSS'S BINOCULARS AND TELESCOPES, KELVIN'S NAUTICAL INSTRUMENTS, ENGLISH SILVERWARE, direct from Manufacturers. High Class English Jewellery.**

STAR TO-DAY

ROWINA and DANDOLO

HIGHEST PAID ARTISTES FROM FOLIES BERGERE, MOULIN ROUGE AND OTHER PRINCIPAL CONTINENTAL THEATRES.

ACROBATIC & CLASSICAL DANCING

MARTELL'S BRANDIES

V.S.O.P. CORDON BLEU.

BOTTLED IN COGNAC AND GUARANTEED PURE GRAPE BRANDY BY MARTELL & CO.

THREE STAR V.V.E.S.O.P.

SOLE AGENTS: GANDE, PRICE & CO., LTD. WINE & SPIRIT MERCHANTS. St. George's Building, Ice House Street. Dial 20135. Hong Kong.



Members of the famous Montmartre Folies who will be appearing all next week at the Queen's Theatre as an added attraction to the feature picture.

"COMFORT FOR THE KIDDIES"

MOCCASINS

IN

LEATHER - TINSEL - BROCADES

A LARGE VARIETY
OF SHADES IN ALL
SIZES.BOY'S BROWN DERBY SHOES
WITH
CREPE AND ALSO TORTEX SOLES.

LANE, CRAWFORD, LTD.

Children's Dept.

Ground Floor.

SERVICE BY EXPERT HAIRDRESSERS

Grace

10 A.M. TO 8 P.M. HOLIDAYS 10 A.M. TO 7 P.M.

HIGH CLASS LADIES' & GENTLEMEN'S
HAIR DRESSING SALOON
IN HYGIENIC SURROUNDINGS
10, QUEEN'S ROAD CENTRAL. (1st FLOOR).
Service Dept. 1st Floor. P.O. Box 367.
Office: 2nd Floor. Phone 24077.
Principal—Miss Alice Shewin.

BUSINESS DIRECTORY

AT THE NEW SILK STORE.

ELECTRICAL SUPPLIES.

From
\$3.00AT THE
TAMAHAL SILK STORE
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Sport Columns

LAWN BOWLS.

YACHT CLUB NEARLY
SURPRISE C.C.C.

A CLOSE FINISH.

In the Spey Royal Cup contest the Royal Hong Kong Yacht Club met the Craigengower Cricket Club on the green of the Civil Service Cricket Club yesterday. A most interesting match was witnessed on a very green, the woods being difficult to control, and it was anybody's game up to the last head. If anything the Yacht Club had the worst of the joss. On one occasion their skip had just to tip the jack to give his side five, but he got it on the wrong side and gave away two. Later, when his own side were lying he conceded another couple. In the end the Craigengower Club won by 20 shots to 18, but sportingly admitted that they had a narrow escape from defeat.

A. L. Shields was to have played for the Yacht Club, but was prevented by an important engagement and his place was taken by P. W. Ramsay.

Scores:—
C.C.C. Yacht Club.
U. M. Omar B. E. Maughan
R. Baag P. W. Ramsay
E. el Arculli A. Macfarlane
D. W. Bradbury A. Chapman
(Skip) 20 (Skip) 18
K.D.R.C. v. K.B.G.C.

The tie between the Kowloon Dock R.C. and the Kowloon Bowling Green Club, which was recently suspended at the 19th head, was concluded yesterday on the Kowloon Cricket Club green. The Dock team had the advantage of one shot when the match was resumed, and on the first head they scored two while on the second head they registered another shot to give them the victory.

Scores:—
Kowloon Dock. Bowling Green.
W. Hedley D. Muir
W. Greig T. West
F. Cullen E. Hogbin
R. Lapsley L. Guy
(Skip) 25 (Skip) 21

K.C.C. v. Recrelo.

On their own green the Kowloon Cricket Club met the Club de Recrelo yesterday.

Darkness caused a suspension of play at the 17th head, the Club de Recrelo leading by 23 shots to 18.

Scores:—
Recrelo Kowloon C.C.
C. R. Sousa H. Clifton
C. G. Silva H. Overy
A. Ribeiro A. E. Silkatona
R. Lutz J. Fraser
(Skip) 23 (Skip) 48

WATER POLO.

TWO GAMES DECIDED AT
V.R.C.

Two more games in the Water Polo League, held under the auspices of the Victoria Recreation Club, were decided yesterday evening.

In the first division, the Royal Artillery accounted for the Chinese Bathing Club in a keen and exciting game. Although lacking in the finesse of water polo, both teams were keen. They tackled each other with gusto, and it might be mentioned that the Artillery's victory was in a large measure due to the superb goal-keeping of Ribbands.

The final scores were 3 goals to 1 in favour of the R.A.

The teams were:
Artillery.—Ribbands, Oliver, Malby, Dangerfield, Foster, Lewis, Gray.

Chinese Bathing Club.—Chu Chik, Leung Wing-yan, Chan Che-yin, Chan Chi-ching, Kwok Kai-lun, Leung Shin-tak, Yee Wing-bong.

Division II.

The Somersets playing in the second division lost to the Fukien team in an easier manner than was expected. Playing fast and vastly superior polo the Chinese were all over the service men. An uninteresting match ended: Fukien, 8 goals; Somersets, nil.

The teams were:
Somersets.—Wallace, Hill, Bollen, Parkes, Lillie, Sprouting, Palmer.

Fukien.—K. T. Kwok, Y. L. Lee, Y. T. Sung, S. H. Chan, K. C. Chan, T. M. Wong, L. K. Wong.

Teams for To-morrow:
The Kowloon teams for to-morrow are:

First division (versus Somersets)—F. Angus, Kerr, Wicheil, Henry, Simpson, Ralton, Frank. Second division (versus V.R.C.)—Angus, Stoker, McCreedy, E. Murphy, J. Murphy, Paget, King. The reserves are Brokenshire and J. Clarke.

KING'S YACHT.

BRITANNIA WINS HER 200TH
RACE.

ENTHUSIASTIC CROWDS.

Rugby, Yesterday.

The King's racing cutter Britannia, with His Majesty on board, won her two hundredth race at Cowes this afternoon in fine style by three of four lengths. There was enthusiastic demonstration when, after the race, the King arrived at the Royal Yacht Squadron enclosure—British Wireless Service.

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WEDNESDAY AND SATURDAY.

AUSTRALIANS' TOUR.

WARWICKSHIRE MAKE A GOOD
START.

Birmingham, Yesterday. After their visit to Wales, the Australians travelled to Birmingham, where they were forced to take the field. Warwickshire made a good start, scoring 102 for the loss of three wickets, before rain caused play to be abandoned for the day.

Score:—

Warwickshire: 102-3.

—Reuter.

Our Sports Diary

LOCAL

Water Polo — To-morrow — Division I.—Chinese Athletic v. Navy; Division II.—12th Heavy Battery v. University. Monday — Division I.—Somersets v. V.R.C. Aquatics—Saturday—V.R.C. Night Fete.

Lawn Bowls — Saturday — Division I.—Kowloon Dock v. Talkoo; Craigengower v. Civil Service; Kowloon—Bowling Green Club v. Police; Kowloon C.C. v. Club de Recrelo; Division II. Club de Recrelo v. Electric R.C.; Talkoo v. Kowloon C.C.; Civil Service v. Kowloon Bowling Green Club; Yacht Club v. Craigengower.

Golf — To-morrow — Happy Valley Championship and Captain's Cup.

Racing—September 27—Seventh Extra Race Meeting. October 10 and 11—Eighth Extra Race Meeting. Football — To-morrow—Annual Meeting of Hong Kong Football Club, Jardine, Matheson's Board Room, 5.30 p.m. October 1—Entries close for Challenge Shield.

HOME

Cricket—August 16-20—Fifth Test Match, The Oval, London.

CLEAN THROUGH THE
ROPES!Carnera K.O. Negro in
the Fourth Round.

London, July 18.

Primo Carnera, the Italian heavyweight, added another spectacular knockout to his already formidable list when he accounted for the negro "Barnet" Wright at Omaha, in the fourth round of a 15 rounds contest.

With a terrific right to the head, Carnera hurled the fifteen stone giant clean through the ropes on to the lips of the spectators.

The middle strand of the ropes snapped. The negro was allowed ten seconds to return to the ring and afterwards took an additional count of nine before recovering. Carnera finished him off with a terrific straight right to the jaw.

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DUCKWORTH'S HONOUR.

Allow me to point out one error in the letter of "Puzzled," Southampton, on the subject of England's wicket keeper, writes an Athletic News correspondent. He states that if the wicket-keeping figures for the last two or three seasons are looked up you will find that in catching and stumping Ames was a long way ahead.

This is not correct with regard to catchings. In 1928 Ames caught 69 and Duckworth caught 77. I think I am correct in saying Duckworth is the only man that has had two innings against Australia, and been not out each time this season with double figures.

There is no doubt Ames is a good man, but Duckworth is just a little better, and thus receives his due reward.

Only One Rival.

I should like to point out that Duckworth has several excellent batting performances to his credit, including a 60, two years ago, against Yorkshire, whose array of bowlers at that time was far more formidable than that of the present Australian team, writes another correspondent.

Furthermore his temperament is such that he is just the man for a tight corner, as he has proved many times with Lancashire. "Puzzled" points out that Ames both caught and stumped more than Duckworth, but an analysis of Ames's figures will prove that most of his wickets were obtained in collaboration with Freeman. Duckworth has a far greater variety to contend with.

In my opinion there is only one wicket-keeper in England who can approach Duckworth's work behind the stumps, and that is Walker, the Australian reserve wicket-keeper.

PARTICK'S PROFIT.

Although Partick Thistle received \$3,378 as their share of the Scottish Cup final drawings, their net profit for the year was only \$1,010 19s.

The Thistle team, by the way, have set the Norwegians agog. Nothing like the football played during their present tour has ever been seen in Norway—that is the unanimous verdict of the commentators. Here is the Thistle's record in the opening matches:—

At Oslo, beat Frigg 6-1
At Halden, beat Halden 4-1
At Drammen, beat Drammen 7-2
At Oslo, beat Lyn 6-2

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POST OFFICE NOTICE.

The following rates of postage are now being charged on letters (other than postcards) addressed to the following destinations:—

Destination.	Rate of Postage
Places in the Colony	3 cents for each oz. or part of an oz.
United Kingdom and British Possessions and Protectorates	5 cents for each oz. or part of an oz.
Macao	4 cents for each oz. or part of an oz.
China Proper, excluding Sinkiang, Mongolia and Tibet	14 cents for the first oz. and 8 cents for each additional oz. or part of an oz.
Foreign Countries generally	

The special rate of 2 cents per oz. on newspapers published in the Colony and addressed to Hong Kong, United Kingdom, British Possessions and Protectorates, China and Macao has been abolished and the rate of 2 cents per 2 ozs. substituted therefor.

Circulars for addresses in the Colony or Wei-Hai-Wei, which are posted in batches of not less than ten of uniform size and weight, and which are posted by being delivered to an officer of the Post Office, are now charged postage at the rate of 2 cents for each 2 ozs. or part of 2 ozs. instead of 1 cent per 2 ozs. as heretofore.

INWARD MAILS

From	THURSDAY, AUGUST 7.	Per
U.S.A., Honolulu, Japan and Shanghai (San Francisco, July 12) & Europe via Siberia (London, July 19)	Shinyo Maru	
Japan and Shanghai	Haruna Maru	
Shanghai and Swatow	Sunning.	
Europe via Negapatam (Lettors and Papers, U.S.A., Honolulu, Japan and Shanghai (San Francisco, July 11) and Europe via Siberia (London, July 21)	President Garfield	
London, July 10)	Kashima Maru	

OUTWARD MAILS

For	THURSDAY, AUGUST 7.	Per
Swatow	Hydrangea	3 p.m.
Saigon	Shun Chih	3.30 p.m.
Samshui and Wuchow	Sanning	4 p.m.
Samshui & Wuchow	Kong So	4 p.m.
Formosa	Alaska Maru	5 p.m.
	FRIDAY, AUGUST 8.	
Hoihow, Pakhoi & Haiphong	Chang Siang	8.30 a.m.
Swatow, Amoy and Foochow	Haining	2 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Egypt via Marseilles	Haruna Maru	
	(Due Marseilles, Sept. 7.)	
	G.P.O.	
Registration, Aug. 8, 4.30 p.m.	Registration	Aug. 8, 5 p.m.
Letters	Letters	Aug. 8, 6 p.m.
Tourans	Chung Kong	5 p.m.
	SATURDAY, AUGUST 9.	
Amoy	Tsinan	1.30 p.m.
Shanghai, Japan and Europe via Siberia	Kashima Maru	8.30 p.m.
Manila	President Garfield	5 p.m.

* Superscribed correspondence only.

DRAMATIC MOMENTS AT WIMBLEDON.

Tilden Tells of Attack of Convulsions.

London, July 3.
Many times Wimbledon produces drama that is very potent. The agonies that the spectators suffer watching the favourites are real and quite terrible to the individual but at times rather comic to the impersonal spectator if any there be.

One of the tragic-comic moments occurred in the great Allison-Cochet match, with Allison leading 3-5 and two sets, Cochet securing the final game. I was sitting in the front row of the stand some distance away from Captain R. E. Dixon of the American Davis Cup Team. All through the match he and I had exchanged smiles of pleasure at Allison's great play, coupled at times with looks of pain at tense moments. Allison missed a close shot for 30-15 and I clutched my hair and rocked back and forth apparently in agony and gazed across at Dixon. He had almost disappeared behind the box railing, his head clutched in both hands, apparently about to die in horrible torture. He glanced up, just as I emerged from my convulsion, and caught my eye. We both burst out laughing, but it was nothing to the laugh we gave an unbiased spectator.

Gallery Works Up To A High Pitch.

Tension, excitement, works up the risibilities of a gallery to a high pitch. The gallery finds something funny in things that are not in the slightest amusing under ordinary conditions. A ball boy, attempting to pick up a ball, misses it in a close match and the crowd will howl with mirth. The only effect is to worry both players. Borotra will put on a dry beret and the crowd will laugh itself hoarse. What is funny about it? Nothing! Only a relief from tension.

A net cord shot, a miss-hit service off the wood, a cracked voice from an umpire, a linesman hit by a ball, a player falling down, none of which would cause a smile in an easy match, will rock a gallery with hysterical mirth in a bitterly fought match, with the result sometimes of costing a player his concentration and with it his match. It is a pity that a gallery that is wrought up to such a high tension will not consider for a moment how much greater the tension must be for the players who are engaged in the battle that has so worked up the gallery.

A Tense Situation.

One of the most tense moments I have ever seen on a court was when Miss Aussem fell and sprained her ankle against Miss Ryan in the semi-final match at Wimbledon this year. At set all, Miss Ryan had led 4-2. Miss Aussem reached four all and seemed headed for victory. During a long rally she ran far out for a shot when her ankle bent under her and she fell heavily to the ground. She rose and walked to the baseline to serve. Swaying slightly, she started to swing her racquet and fell flat on the court in a dead faint. Linesmen, umpires and Miss Ryan went to her assistance, quickly followed by doctors and nurses, and in a few moments she was carried off the court on a stretcher. A few persons started to cheer her, but were quickly suppressed and in a hush like death she was carried into the clubhouse. It was terrifying in its solemnity. Miss Ryan picked up her racquet and followed once Miss Aussem was off the court. A burst of applause started for her game match but quickly hushed as Miss Ryan put her hands over her ears to shut it out and almost ran from the court. She had no desire to hear applause, with Miss Aussem injured as she had been. It was a tense moment and a sad end to a great match.

The Dethronement of Cochet.

A stunned hush greeted the dethronement of Cochet. The crowd could not believe it. It was not

until Allison started to leave the court that the hurricane of applause burst. One could feel the tension of the crowd, its actual living presence, all through my tremendous battle with Borotra. I know of nowhere in the world where one can sense crowd reactions and get so close to the living spirit of the crowd as in the centre court at Wimbledon.

Every year develops new sensations on the court and as each year piles up new and different crowd reactions the centre court gains in atmosphere and tradition.—Free Press.

GRIMSBY'S POLICY.

I have seen a lot in the Press about Grimsby Town's policy in not spending money on players, writes a correspondent to the Athletic News. They have shown the big purse clubs that they can develop their own players from local talent, which I consider is a great credit to them and a lesson to all clubs.

Three seasons ago, Grimsby were struggling at the bottom of Division 2, and Mr. W. Gilroy and his Directors did the best thing they ever did when they brought Herbert Woods from Barnsley. Along with the manager he has made a new Grimsby.

Woods trained and coached some great men at Barnsley, all of whom are at present playing in Division 1, and he has some fine young players at Grimsby, including Bateman, Hall, and Burley, all locals.

THE PENALTY LAW.

I think there has been so much controversy over the penalty kick that the law calls for some alteration.

I do not agree with the Scottish proposal to award the kick from the spot where the offence was committed. I would take the ball back to the extent of the penalty area, in a direct line from the spot where the offence was committed. That would give the goalkeeper a chance.—Athletic News Correspondent.



Can't You Get Down To It?

It's hot, and humid! You have no heart for your job. Tired all the time, even first thing in a morning when you ought to be at your best. Flog yourself up how you will, you can't get down to it.

Lots of men are like this just now but there is no reason why you should be. Your blood has become thin and impoverished; you need a reliable tonic, something to make new blood to enable you to replenish the reserves of energy which the heat and humidity have sapped away.

The blood-stream is the health stream and poor blood is at the root of all ill-health. The most important component of the blood is oxygen, and to improve both the quantity and quality of your blood supply you need plenty of oxygen. That is why fresh air is so important. But fresh air is not enough, and this is why Dr. Williams' Pink Pills, which hold the secret for abundant oxygenation of the blood-stream, are so valuable for enriching and purifying the blood. There is no harmful drug in them. They are purely vegetable—therefore easily assimilated. Their action is direct and natural, and enables the ailing human organism to cure itself. Try them. You will be surprised and delighted with the results. Obtainable from chemists everywhere.

Have You Heard?

Officer (referring to member of crew who was picked up after being in the water for over an hour): Is he all right?

Sailor: Yes, sir, 'cept that he seems to have lost 'is sense of humour!

"Your narrative is too highly coloured," remarked the editor, returning the bulky manuscript.

"In what way?" inquired the disappointed author.

"Why?" replied the editor, "in the very first chapter you make the old man turn purple with rage, the villain turn green with envy, the heroine turn white with anger, the hero turn red with confusion, and the coachman turn blue with cold."

Mary (writing a letter): "Which shall I say, 'Mrs. Brown called last evening,' or 'Mrs. Brown called last night?'"

Father (looking up from his paper): "Either expression will do. They mean the same thing."

"Well, they may mean the same thing, but when my name appears in the society column I imagine you would rather have the report say that I appeared clad in a tasteful evening gown instead of saying 'I was clad in a tasteful nightgown.'"

"I never thought I'd pull through, but thank God, I did. First I got tuberculosis, then pneumonia, then ptomaine, appendicitis and phthisis. Then came arteriosclerosis, angina pectoris, rheumatism, arthritis, influenza, and sciatitis. I was given morphia, strychnine hypodermics."

"Good heavens! You look well on it!"

"I wasn't ill, you fool. I was up for my spelling test in connection with a Health Department job."

EXCHANGES

TO-DAY'S QUOTATIONS

On London—	
Bank, wire	1/3 1/4
Bank, on demand	1/3 1/4
Bank, 4 months' sight	1/3 1/4
Credits, 4 months' sight	1/3 15/16
Documentary, 4 months' sight	1/4 1/16
On Paris—	
On demand	785
Credits, 4 months' sight	825
On New York—	
On demand	31
Credits, 60 days' sight	32 1/4
On Bombay—	
Wire	30 3/4
On demand	35 1/4
On Calcutta—	
Wire	35 1/4
On demand	35 1/4
On Singapore—	
On demand	55
On Manila—	
On demand	62 1/4
On Shanghai—	
On demand	Ts. 83
Dollar	11 1/4 % dis.
On Yokohama—	
On demand	62 1/4
Sovereigns (Bank's buying rate)	1/3 7/8
Silver (per oz.)	15 15/16
Silver in Hong Kong	3% dis. nom.
Copper Cash	Nominal.
Copper Cents	3% prem.
Rate of Native Interest	3 1/4 % dis.
Chinese Sub. Coin	23% dis.
Hong Kong Sub. Coin	23% dis.

LONDON EXCHANGES

Rugby, Yesterday.	
Paris	123.85
New York	4.87 9/32
Brussels	34.805
Geneva	25.05
Amsterdam	12.08 1/2
Milan	92.98
Berlin	20.88
Stockholm	18.105
Copenhagen	18.165
Oslo	18.165
Vienna	84.45
Prague	164 1/4

HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 7th August, 1930.

STOCK	Buy-ers	Sell-ers	Sales	Open	Close	Last dividend and when paid
Banks.						
Hong Kong Bank	1515	Dec.				Interim 2 1/2 a/c 1929 Aug. 11, 30
Chartered Bank	17 1/2	Dec.				Final 7 1/2 a/c 1929 Apr. 2, 30
Mercantile Bk., Ltd.	12 1/2	Dec.				Final 7 1/2 a/c 1929 Apr. 2, 30
Bank of Asia	12 1/2	Dec.				Final 7 1/2 a/c 1929 Apr. 2, 30
Insurance.						
Canton Ins.	945	Dec.				Final 2 1/2 a/c 1929 May 16, 30
Union Ins.	197 1/2	Dec.				Final 2 1/2 a/c 1929 May 16, 30
China Underwriters	355	Dec.				Final 2 1/2 a/c 1929 May 16, 30
China Fire Ins.	100	Dec.				Final 2 1/2 a/c 1929 May 16, 30
H. K. Fire Ins.	960	Dec.				Final 2 1/2 a/c 1929 May 16, 30
Shipping.						
Douglases	36	Dec.				Last dividend for 1929 Mar. 4, 30
H. K. Steamboats	24 1/2	Dec.				Last dividend for 1929 Mar. 4, 30
Indo-China (Pref.)	13	Dec.				Last dividend for 1929 Mar. 4, 30
(Def.)	10	Dec.				Last dividend for 1929 Mar. 4, 30
Shell Transport	357	Dec.				Last dividend for 1929 Mar. 4, 30
Union Waterboats	32	Dec.				Last dividend for 1929 Mar. 4, 30
Mining.						
Benguets	8 1/2	Dec.				Interim 15 cents a/c 1929 Apr. 30, 30
Kailan Mining Ad. S.	313	Dec.				Interim 15 cents a/c 1929 Apr. 30, 30
Langkat	8 1/2	Dec.				Interim 15 cents a/c 1929 Apr. 30, 30
Shai Exploration	1.80	Dec.				Interim 15 cents a/c 1929 Apr. 30, 30
Loans	6 1/2	Dec.				Interim 15 cents a/c 1929 Apr. 30, 30
Roubs	23 1/2	Dec.				Interim 15 cents a/c 1929 Apr. 30, 30
Troch Mines	117	Dec.				Interim 15 cents a/c 1929 Apr. 30, 30
Docks, Wharves, Godowns, &c.						
H. K. & W. Docks	170	Dec.				Last dividend for 1929 Mar. 12, 30
H. K. & W. Docks	39	Dec.				Last dividend for 1929 Mar. 12, 30
China Provident	5.10	Dec.				Last dividend for 1929 Mar. 12, 30
Hongkew	260	Dec.				Last dividend for 1929 Mar. 12, 30
N. Engineering	7 1/2	Dec.				Last dividend for 1929 Mar. 12, 30
Shanghai Docks	117	Dec.				Last dividend for 1929 Mar. 12, 30
Lands, Hotels & Buildings.						
H. K. & S. Hotels	101	Dec.				Last dividend for 1929 Apr. 7, 30
H. K. Lands	84 1/2	Dec.				Last dividend for 1929 Apr. 7, 30
Shanghai Lands	387	Dec.				Last dividend for 1929 Apr. 7, 30
Humphreys	16 1/2	Dec.				Last dividend for 1929 Apr. 7, 30
H. K. Realities	8.90	Dec.				Last dividend for 1929 Apr. 7, 30
Chinese Estates	97	Dec.				Last dividend for 1929 Apr. 7, 30
Cotton, Mills.						
Ewo Cottons	11.30	Dec.				Last dividend for 1929 Apr. 7, 30
Shanghai Cotton	78	Dec.				Last dividend for 1929 Apr. 7, 30
Zong Sing	0	Dec.				Last dividend for 1929 Apr. 7, 30
Public Utilities.						
H. K. Tramways	18.80	Dec.				Final 50 cents a/c 1929 Mar. 18, 30
Peak Tram (old)	12 1/2	Dec.				Final 50 cents a/c 1929 Mar. 18, 30
(new)	5.10	Dec.				Final 50 cents a/c 1929 Mar. 18, 30
Star Ferry	86	Dec.				Final 50 cents a/c 1929 Mar. 18, 30
China Light (old)	24 1/2	Dec.				Final 50 cents a/c 1929 Mar. 18, 30
(new)	21	Dec.				Final 50 cents a/c 1929 Mar. 18, 30
H. K. Electric	77 1/2	Dec.				Final 50 cents a/c 1929 Mar. 18, 30
Macao	23	Dec.				Final 50 cents a/c 1929 Mar. 18, 30
Sandakan Lights	11 1/2	Dec.				Final 50 cents a/c 1929 Mar. 18, 30
H. K. Tels. fully paid	31.60	Dec.				Final 50 cents a/c 1929 Mar. 18, 30
China Buses	18 1/2	Dec.				Final 50 cents a/c 1929 Mar. 18, 30
S'pore Traction (Ord.)	10 1/2	Dec.				Final 50 cents a/c 1929 Mar. 18, 30
(Pref.)	18 1/2	Dec.				Final 50 cents a/c 1929 Mar. 18, 30
Industrials.						
China Sugars	80 c.	Dec.				In Liquidation.
Malayan Sugars	27	Dec.				In Liquidation.
Cald. Macg. Ord.	10 1/2	Dec.				In Liquidation.
(Pref.)	10 1/2	Dec.				In Liquidation.
Canton Ice	24	Dec.				In Liquidation.
Cements (com.)	18.20	Dec.				In Liquidation.
(old)	18 1/2	Dec.				In Liquidation.
(new)	18 1/2	Dec.				In Liquidation.
H. K. Ropes	10.00	Dec.				In Liquidation.
United Asbestos	5	Dec.				In Liquidation.
Stores, &c.						
Dairy Farms	25	Dec.				Last dividend for 1929 Mar. 14, 30
Watsons	12 1/2	Dec.				Last dividend for 1929 Mar. 14, 30
Der A Wings	1	Dec.				Last dividend for 1929 Mar. 14, 30
Lane Crawfords	3	Dec.				Last dividend for 1929 Mar. 14, 30
Mackintosh	13 1/2	Dec.				Last dividend for 1929 Mar. 14, 30
Sincere	11 1/2	Dec.				Last dividend for 1929 Mar. 14, 30
Wm. Powells	2.85	Dec.				Last dividend for 1929 Mar. 14, 30
Miscellaneous.						
H. K. Amusement	20	Dec.				Last dividend for 1929 Mar. 14, 30
Ch. Entertainment	10	Dec.				Last dividend for 1929 Mar. 14, 30
H. K. Constructions	1.90	Dec.				Last dividend for 1929 Mar. 14, 30
B. Ind. G. Bonds	81 1/2	Dec.				Last dividend for 1929 Mar. 14, 30
H. K. Govt. Loans	8 1/2	Dec.				Last dividend for 1929 Mar. 14, 30
Other.						
Helsingfors	193 1/2	Dec.				Last dividend for 1929 Mar. 14, 30
Madrid	48.70	Dec.				Last dividend for 1929 Mar. 14, 30
Lisbon	108.25	Dec.				Last dividend for 1929 Mar. 14, 30
Athens	876	Dec.				Last dividend for 1929 Mar. 14, 30
Bucharest	818	Dec.				Last dividend for 1929 Mar. 14, 30
Rio	5 1/16	Dec.				Last dividend for 1929 Mar. 14, 30
Buenos Aires	40 9/16	Dec.				Last dividend for 1929 Mar. 14, 30

Bombay 1/6 3/4
Shanghai 1/6 3/4
Hong Kong 1/7 1/2
Yokohama 2/0 1/4
Silver Spot 15 15/16

MOTORISTS THIS IS YOUR PAGE



The Demon of the Age

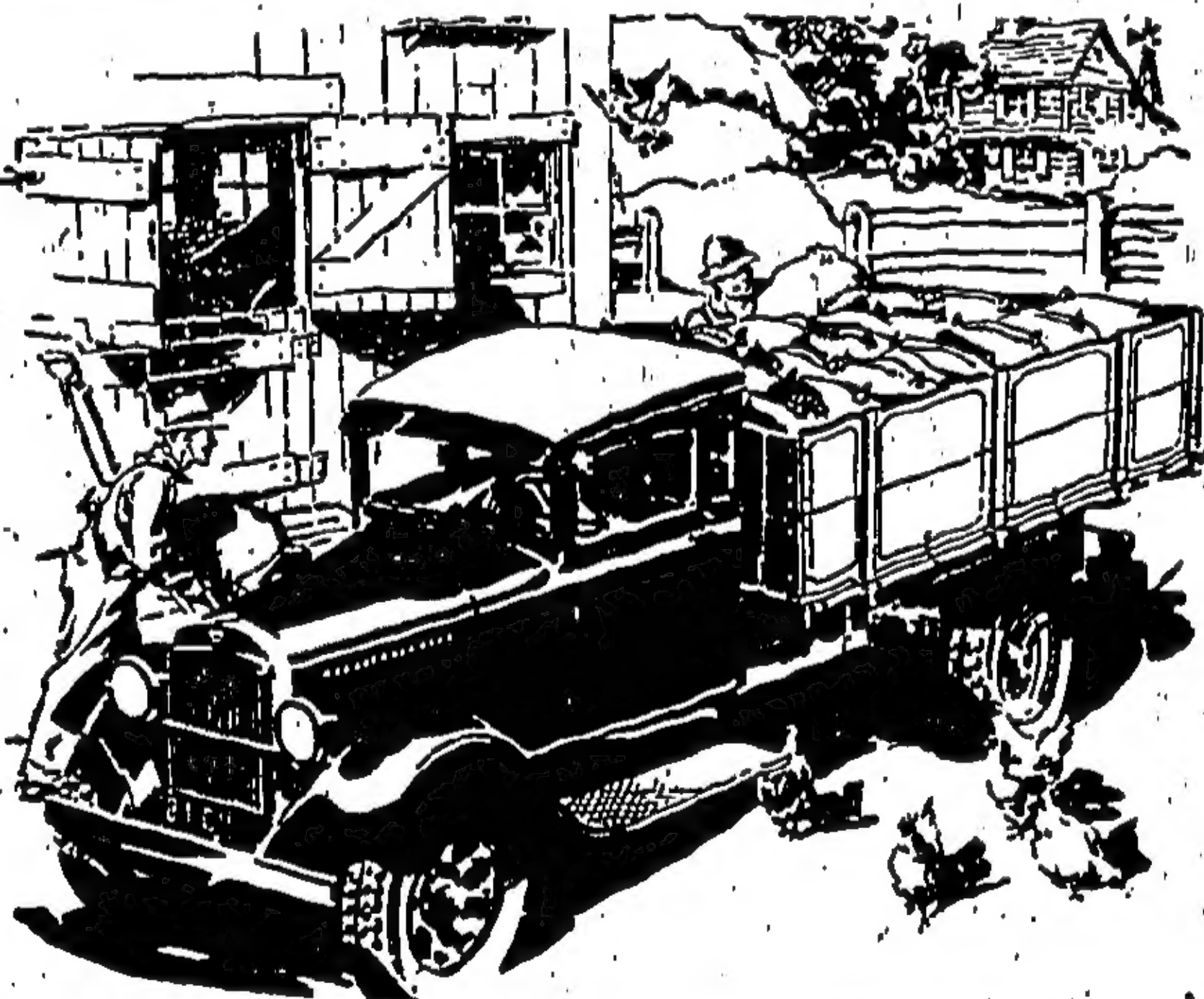
THIS is the story of a conservative girl from a quiet neighbourhood, who worked in an office where everybody from the boss down addressed her respectfully. Virtue and her weekly pay envelope were her only rewards. Nobody was ever impelled to give her any but the most decorous glance. She never betrayed even the faintest trace of the formidable ingredient that drove ten thousand Greeks across a famous sea to wreck a famous city. Her clothes were as intriguing as a typewriter cover and seemed to serve the same purpose. The only "walking home" she ever had to do was for exercise.

Then the Demon of Age slipped into Sybil. She cut her hair. She polished her finger-nails. She let the breezes of modern inspiration play through her mind, and the ripples of the joy of life play through her body. Her coverings gave place to clothes, and, Lo! there were seen about her points of interest no man had ever seen before. Thirty men in that office that employed thirty men began to cheer for Sybil. Wherever Sybil went there went their glances also.

What happened to Sybil is exactly what has happened to Mobiloil. The old Mobiloil has given way to the New Mobiloil, and new points about its remarkable performance are daily being discovered by thousands of enthusiastic motorists. The New Mobiloil now enjoys a rising market. Dressed up in its new quality it is in tremendous demand.



Mobiloil



YOU CAN'T LEAVE HAULING TO CHANCE

Successful business men never stock merchandise on chance. They never price it without consideration of cost. They never rely on chance patronage. Nor should they select their trucks by hit-or-miss methods.

Business men who own Dodge Trucks—there are many thousands of them—have taken chance out of truck selection. They have proved that Dodge Trucks possess the very qualities valued by experienced truck users . . . power for heavy pulling—speed for time-saving hauling—dependability to serve unfailingly—economy as consistent as it is thorough—good looks you will be proud of—comfort and ease of control for the drivers.

Consult with your Dodge Brothers dealer about the size and type of Dodge Truck that will best fit your needs. You can buy it complete with body ready for service at a price as moderate as its earning ability is high.

DODGE TRUCKS

CHRYSLER MOTORS PRODUCT

SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road Central.

Tel. 25644.

Tel. 25644.

CAR'S ORIGIN.

Earlier Self-Propelled Vehicles.

It is a little surprising to find that the idea of transportation in self-propelled vehicles over ordinary roads is at least five centuries old, and that practical demonstrations of automobiles have been made for as much as 160 years. One of the earliest evidences of man's attempt to overcome distance in self-propelled vehicles is found in pictorial records dating from about 1430. The idea had been suggested even earlier, but the practical form was lacking. In all probability the picture records of that early date represent nothing more than diagrams of an idea by some ingenious individual and it is unlikely that he ever constructed a vehicle to demonstrate his plan. From time to time others advanced similar ideas which were doomed to failure.

Three-Wheeled Carriage.

It remained for Joseph Cugnot of France to invent in 1769 a three-wheeled carriage which actually moved a load in addition to its own weight. This carriage was driven by two steam cylinders placed either side of the front wheel and directly connected to it. The boiler was suspended in front of the driving wheel and in guiding the clumsy vehicle it was necessary to move the weight of the cylinders and the boiler, as well as the weight of the large wooden wheel. The boiler resembled a teakettle and in its prominent position it made steering difficult. The first demonstration was not a complete success. Mechanically the performance was satisfactory, judged by the standards of the time; but, due to the difficulty in steering or possibly to the excitement of the hour, the inventor lost control and crashed into a stone wall, upsetting his cargo of human freight and giving them the fright of their lives. For this little episode he was sent to the Bastille, thus becoming the first person "sent up" for a motor traffic accident. However, his status soon changed from that of a malefactor to benefactor, for he was rescued and granted a pension in recognition of his achievements.

Steam Coaches.

Following Cugnot there were a number of men who attempted to attach steam engines to the wheels of carriages, but no advances of note were made for some time. In 1801 a young British engineer, Richard Trevethick produced a working model which succeeded in hauling seven or eight passengers up a rather steep hill faster than a man could walk. Much attention was focused upon him and he might have been famous as a builder of steam coaches had he not been forced through bankruptcy to go back to the mines as an engineer. After Trevethick came Sir Goldsworthy Gurney, whose steam coach made regular trips between Cheltenham and Gloucester more than a hundred years ago. His interesting carriages were spectacular affairs with their loads of gaily dressed men and women trying to appear at their ease when most of them were having inward qualms, fearing that the journey might as likely end in purgatory as elsewhere. Small wonder they were nervous, for the steam generator was directly underneath some of the passengers and boiler explosions were very frequent. Gurney attained a fair measure of success financially, but the opposition of his own class—land owners, breeders and users of horses—led him to abandon the enterprise and no further attempt was made to popularise this type of road vehicle for many years to come. The novelty and glamour had disappeared and without doubt the costs of operation were too high to encourage general usage. Furthermore, the development of the steam automobile was arrested by the growing success of railways.

Although most of the ancient automobiles were driven by steam, some were operated by other sources of power. Even before the steam engine had been invented by Watt, men had been experimenting with fuel burned in a cylinder. Some had used gunpowder, others turpentine, but the results were unsatisfactory. Most of the early internal combustion engines were what is called "air-pressure" engines. Gas was exploded in a cylinder to drive the piston to the top and so expel the air. As the burned gases

GRUELLING TESTS.

Natural "Proving Ground" Used.

The value in bringing a new motor car to a peak of perfection through a wide range of tests, really more strenuous than motor-ing conditions usually met, has been provided in the new Willys Eight recently introduced by Willys-Overland.

The tests made by the Willys-Overland technical staff with this straight eight before it was declared ready for volume production, covered every phase of motoring. In the rugged mountains of Pennsylvania, West Virginia and Tennessee, its power development was thoroughly tested. The highest peaks of the Allegheny range were mounted time and time again by the experimental cars and a careful check was kept on performance. The Willys Eight is now in the hands of new drivers are showing the same high standard of performance.

These same mountains, with their steep winding grades also were used as the Willys-Overland proving grounds to test the top speed of the Willys Eight under the most severe pulling conditions. Straightaways in the mid-west and south also were used in the development of this powerful engine which develops 80 horsepower and has a high gear performance of more than 75 miles an hour with the ease and smoothness that most cars attain only at 60.

These rigorous tests, which covered a period of many months during which time the test cars travelled many thousands of miles, were not confined to the rural sections. Various metropolitan cities also were used. These tests included handling in heavy traffic, acceleration and deceleration and operation of brakes. It was disclosed that the second gear performance of the car, 48 miles an hour, provided the driver with a distinct advantage, especially on receiving the green "go" light at street intersections. The unusual activity and flexibility is definitely established in the records of the tests. The Willys Eight showed an acceleration of five to 25 miles an hour in 7.9 seconds and five to 50 miles an hour in 19 seconds.

The result of the careful engineering of the Willys Eight power plant has brought to the field of the medium priced car, a new car that meets every modern motoring demand, whether in city driving, straight stretches of paved highways, rugged mountain routes or cross country touring.

condensed, the vacuum in the cylinder was held and the pressure of the atmosphere drove the piston downward. It was during this downward stroke that the real work was performed; hence the name, air-pressure engine. Several men made gas engines which performed a little useful work, but the one invented by Samuel Brown in 1828 was the first to be used to move a carriage.

French and German Experimenters. The principles of the modern petrol motor was first specified in 1862 by Beau de Rochas of France. He described in detail the operating principles of a four-cycle engine such as is now used in practically every motor car. No attention or credit was given his invention and it remained for Dr. Otto, of Germany, to rediscover the principle of de Rochas, and make a practical application of it. The whole history of the automobile abounds with men who were so far ahead of their contemporaries that their valuable ideas were often rejected. It is to France and Germany that we must look to find the men who finally succeeded in getting the world to recognise the utility of the automobile. In these countries experimenters were hampered by legislative restraints, and superior roads made the motor vehicle a more useful product than in other countries. Then came the introduction and development of the Dunlop pneumatic tyre which made possible the ultimate growth of the great automobile industry of today.

TRAFFIC LIGHTS.

New Signals in Singapore.

New traffic control signals are to be erected for the control of traffic at Empress Place, the large area in front of the Victoria Theatre. They will take the form of two light boards clamped to the Traction Company's posts and will face in each direction. They will be placed high up so that they will be visible over the lines of cars and other vehicles from either the High Street or Anderson Bridge approach.

The authorities have found that it is the tendency generally to obey a light signal with far more promptitude than is the case when only a traffic constable is on duty. Further, at that particular junction, the traffic constable cannot be seen by those who are two or three cars behind a stream of traffic and visibility was not improved by the new position of the taxi rank.

Some considerable time has been spent in devising a signal system for this junction which could be operated with ease and which would efficiently deal with the various routes into which the traffic diverges from that point. With the co-operation of the Traffic Branch and the Municipal Electrical Department the new signals have been evolved and from an explanation of the system given to the Singapore Free Press it would seem that the system will work quite well once the different "stop," "go," and "warning" signals have been mastered.

Really, the signals are perfectly simple. They incorporate for the first time in this town, the amber warning light which is to be found in traffic signals in England and elsewhere. Both signal boards have the same arrangement and both are controlled by one switch arrangement which, to use the words of the Traffic Superintendent, is practically "fool proof." There are four signal lights on each: Red (stop), green (go), a yellow arrow (indicating that traffic may turn off), and the amber warning light which must, because of the switching arrangement, come on for a few seconds before the red light is changed to the green or vice versa.

Thus, traffic proceeding over the Bridge in the direction of High Street will be unable to proceed straight on into High Street if the red light is showing but if the yellow arrow is on at the same time (it points to the right) cars and other vehicles will be able to turn off into Connaught Drive.

The signal seen from the High Street approach will, of course, read the same. The red light will indicate that through traffic is closed but that vehicles, etc., will be able to turn off to go over Cavanagh Bridge or to the Government Offices. Sometimes the traffic constable

TYRE BURST.

Were the Brakes Applied?

"The recent regrettable accident on the Great North Road in which Mr. H. D. Roome, an eminent lawyer and an experienced and careful driver, received injuries from which he died subsequently, directs attention to the danger of a burst tyre," says The Motor. "To judge by newspaper reports of the inquest, the coroner appears to have discouraged the jury from enquiring into the technical causes of the accident. This seems unfortunate, as a lesson of value to all road users might well have been learnt. However, it is clear that a rear-side rear tyre burst with a loud report, and that thereafter the car swerved and overturned on to the grass, both occupants being thrown out."

"The sudden drag produced on one side of a car by a burst tyre always tends to set up a swerve, but in the case of a rear tyre this is usually easy to control if the driver has a firm grip on the wheel and if the road be dry. There is always the danger, however, that even an experienced driver will instinctively and forcibly apply the brakes when started by the report. No evidence appears to have been given on this point, but if braking did follow the burst it would at once lock the wheel carrying the deflated tyre and would accentuate the swerve to a marked extent. This theory is supported by evidence given to the effect that skid marks could plainly be seen on the road; a freely rolling wheel does not leave marks of this kind. The final overturning was no doubt due to the swerving car hitting the grass verge."

"No evidence appears to have been given concerning the condition of the tyre which failed; it may have been old and worn, or, if new, may have been incorrectly fitted. Enquiries into these matters would not, of course, have affected the verdict, and it was presumably for this reason that they were not made. Nevertheless, they might have enabled lessons to be learnt which would have helped drivers to guard against the possibility of accidents of this character."

lowers one half of his wings to allow traffic coming over the Bridge to proceed straight through and also turn off into Connaught Drive. To produce the same result the signal would read: green light and arrow. A subsidiary switch would turn on the red light only on the signal facing High Street so that all traffic from that direction would be held up.

The innovation of the amber warning is particularly welcome in view of the misapprehension which is often caused in parts of the town where a light system is already in vogue, by the sudden change from one indication to another.

FISK



The new Air-Flight Principle
Tires are outstandingly more advanced, more dependable in performance, more sensational in Riding Comfort than any tires you have ridden on.

THE RESULT OF ALL THE
ACCUMULATED KNOWLEDGE
OF A FIRM WITH 31 YEARS'
EXPERIENCE.

Obtainable at all Garages upon request.

Sole Distributors—

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Tel. 28011.

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FAIR PLAY!

Defence of American "Autos."

VALUE FOR MONEY.

Motoring in Malaya is described by "A Patriotic Britisher" writing from Penang to the Autocar. He says:

I have just received your issue of April 11. It will interest you to know that the motoring journals find their way into the most remote parts of the Federated Malay States. We fellows, rubber planters by profession, sit in our bungalows, miles from civilisation, and put ourselves on the back that we belong to a country that can produce such a vast and interesting motoring journal.

We do think, however, that less space should be given in the correspondence section to that small community of backbiters who, because they are born in England and own an English-built car, must continually throw dirt at the cars built by other countries.

Mass Production.

For instance, a correspondent spoils a quite good letter by ending with "I verily believe that this would be the death-knell of the large American car."

We want to take this opportunity of reminding Mr. Thorowgood that we do not want a death-knell to be sounded. We are British and full of patriotism, but not hypocritical patriotism. America supplies us—we question not how—with a low-priced six-cylinder car, with excellent brakes, fine top-gear acceleration and flexibility, absolute ease of control and comfort.

What do we care whether it is mass-produced or not? If this is mass production, or its result, then all praise. We clamour for service, and then more service, at a low price; this is more valuable to us than the fact that after running our car for a year we can see to shave in the reflection the coachwork panels afford.

No Speed Traps.

Chryslers, Buicks and Fords easily lead over here in popularity—especially the last-named. The Chinese love Fords; in fact when a picture theatre in Georgetown, Penang, announced, the fact that the "514 model Fiat was coming" the uproar of applause lasted for some minutes.

We have no speed-traps, and we travel at any speed we like, but we reciprocate by driving very slowly through the villages. On the open, smooth asphalt roads a touring speed of 50 to 60 m.p.h. can be maintained. Our tax is one dollar (2s. 4d.) per horsepower.

In conclusion, I would like to say that in England, before I came abroad, I ran a Bugatti. I bought it second-hand at a moderate price, and I bought it not because it is a French car, but because it was absolutely nothing on the English market at that time to compare in any way with its performance at the price.

ENJOY YOUR HOLIDAY TOURING THIS SUMMER ON

The Unapproachable
Norton
REGD TRADE MARK

It will bring you to the choicest spots in the shortest possible time, with comfortable and safe riding.

Easy payment arranged.

SINCERE'S
SOLE AGENTS

**FOR A RELIABLE
OVERHAUL.**
FIAT GARAGE

67A, 67B, Des Voeux Rd. C.
Tel. 24821.

FIRE IN CARS.

What Is Direct Cause?

Dealing with the subject of motor car fires The Motor remarks that "the safest position for the tank is only one ground for inquiry; another is its design and construction. In at least one car the tank is so built that it is practically invulnerable, while in others it is so lightly constructed that it is easily ripped and the contents spill."

"An important consideration is ease of exit in cases of fire. In some cars we have tried it has only been necessary to place the wheels on the kerb on one side of the road for body stresses to be set up which make it almost impossible to open the doors. Two-door saloons, not so popular now as they were, have the disadvantage that the rear passengers cannot jump out until the front passengers have escaped. Narrow windows make it difficult to clamber out of a car that way, even if the glass can be readily broken, and this is, naturally, more difficult in the case of the unsplinterable type."

"It would be important, if it were possible, to ascertain what is the direct cause of cars catching fire, but in no single case has it been possible to do so. Exhaust pipes do not run hot, although there is always the possibility of the exhaust from a fractured pipe igniting spilled petrol. So far as the electrical equipment is concerned, the chief risk is that of a short circuit of leads connecting with the battery. In a general smash-up it might occur at the switchbox connections. The fact that leads are usually armoured diminishes the risk to an extent, but with a charged battery there is bound to be some danger."

"Another possibility is that a spark from the dynamo brushes might fire the petrol, as the dynamo may continue to run a sufficient time after the accident. Possibly even a spark from the distributor might cause ignition. It is extremely difficult to see what can be done to elucidate the causes of fires in the case of overturned cars, the chances being that experiments would not reproduce the conditions that occur in accidents, each one of them probably being different."

KING'S ROLLS-ROYCE.

Sent from London to Abyssinia.

One of the latest cars delivered overseas by Rolls-Royce, Ltd., is a Phantom II, for the King of Abyssinia. It was shipped to Djibouti on the coast, and thence travelled 480 miles up country to Addis Ababa by a train which, owing to "local conditions," can only be run in daylight.

The body is an enclosed-drive landaulette by Hooper. It is superbly finished in royal blue and black, relieved by hair-lines of gold. The colour scheme was left to Rolls-Royce, Ltd.—All that the King did insist upon was that the bonnet and dash should be plated.

There is, however, one feature which would attract some attention in western surroundings. Built into the back of this otherwise orthodox English body is a special double dickey to accommodate two stalwart members of the King's personal bodyguard—at a considerable height from the ground. But even this martial touch is relieved by utilising the space underneath it to carry special trunks.

A Rolls-Royce mechanic accompanied the car on its rally journey up country and will stay till the royal chauffeurs are an fait with their new charge. This is rather remarkable instance of the service available to Rolls-Royce owners. The mechanic was summoned from Bombay and arrived at Djibouti the day before the car.

REFLECTIONS.

Scener, a mid-November night; pitch dark and raining in torrents, and, last-but-not-least, thirty miles to go. Still, Jack, my little seven-horse, had never let me down yet, and I did not anticipate any trouble. Climbing in, I switched on the head lights, and we glided off. It was a wild night, if ever there was one. I pictured a cosy room and supper at the other end, and trod on the gas.

I was just thinking that I had the roads to myself when someone rounded the corner, about a quarter of a mile ahead.

He seemed to be on the wrong side of the road, although there was nothing much wrong in that, especially with tail-light-less cyclists abroad, but as he came nearer he stayed there.

There could only have been a hundred yards between the two of us, when I edged over to the other side of the road to miss him, and as

NEW GEARS.

Increased Silence and Efficiency.

Many improvements have been made in the design of the motor-car during the past few years, but few of those driving to-day realise the advantages gained by the silent gears now fitted, writes H. Thornton Rutter, Morning Post motoring correspondent.

Noise signifies friction, and wear, in every type of machine. Therefore the increase silence now given to back axles of motor vehicles has been a successful antidote to breakdowns of that component. This has added further to economy in annual maintenance, as well as keeping vehicles longer on the road without needing to be overhauled.

Recently a new design, styled the hypoid gear, has been adopted by motor manufacturers for rear-axle construction. It is used in the present 40-50 h.p. New Phantom Rolls-Royce, which is famous for its silence in running as well as for its lasting qualities. Hypoid is really a "portmanteau" word, coined to abbreviate the highly technical term hyperboloid, which is applied to the curve of the teeth cut in the pinion and crown wheels of hypoid back-axle gears. In practice the hypoid gear is considered to have the advantages of both spiral (or helical) and worm gears from a power transmitting point of view. But advantage to the designer is more than this as the curve of the teeth, cut in such gears, allows the position of the pinion to be much below the centre of the crown wheel of the rear axle differential and allows a lower and therefore safer centre of gravity for the carriage.

Combination of two Types.

By reason of the off-centre position of the pinion, the same size gear and number of teeth of a hypoid design is 20 to 30 per cent. larger in diameter than a spiral bevel pinion. Hence with the same gear a smaller pinion can be used and a greater reduction can be obtained. That, however, is a technical matter, important to the designer and only useful, as far as the public is concerned, perhaps, by adding to the ease of top gear running, should the automobile engineer take advantage of this reduction capacity.

It is, however, interesting to note that, while a true worm gear is noiseless, it is relatively inefficient, as its operating contact is mostly sliding. Also, a spur gear or straight bevel is not so quiet, but has about 98 per cent. efficiency. Its contacts are rolling, as against the sliding of the worm gear. The hypoid is a mixture of both. It has about 25 per cent. of the sliding action of an equivalent worm drive, added to the rolling contacts of the spur tooth. The result is increased efficiency and greater silence in running.

Universal Adoption.

Motor manufacturers in England, America, France, Germany, Italy, Sweden and Czechoslovakia have all recently adopted this new design. Its principles have been discussed by engineers for many years but it has only recently been produced owing to the vast improvements made in gear-cutting machines. As previously mentioned, the use of the hypoid makes possible lower chassis designs in rear-driven cars and considerably simplifies front-wheel drive. It is the trend towards the latter style in some of the latest motor productions in Europe and America that has led me to refer to this detail in motor-car design. Safety is also being sought in every direction for their vehicles by automobile engineers. The advantage of a gear that allows the placing of the pinion below the centre of the wheel it drives is that it gives greater floor clearance, and is, therefore, of great use in public service vehicle chassis design, to produce lower and safer motor-buses.

I did so he extinguished his lights! This was worse than ever. I couldn't tell where he was. I turned back to the left side of the road, and in a moment the other fellow's lights went on, and he was about twenty yards ahead, and still coming nearer on his wrong side!

In a frenzy, I trod on everything and pulled up dead. This other madman did the same, and we stopped with about ten yards between the radiators. Then with a great rumbling he started to back. I wasn't having that; I meant to have a word with him.

I jumped out and found a furniture van with no tail light and a large mirror on the back. "J.S. in" of the road to miss him, and as

NEXT YEAR.

How Motor Cars Will Look.

"Coachwork fashions in 1931 have for long been exercising the big minds in the factories. I hear that it is unlikely," writes "Focus" in The Light Car and Cyclecar, "that any sweeping changes are to be made and that the most important development at the forthcoming Show will be a considerable increase in the number of saloons which are fitted with sliding or folding heads. The use of valances between the running boards and the body seems likely in 1931 to be regarded as distinctly out of date, and double-tone finish with a dividing line taken from the shoulder of the radiator to the rear of the car also seems to be passing. Very shallow windows, I gather, are not taking on as well as was expected owing to their usually being accompanied by hat-crushing roofs."

"There is to be an increase in 1930, one understands, in the number of front-opening doors, wings are to fit more snugly around the wheels, and metal-panelled bodies are to encroach still more upon the market, which two or three years ago was considered to be the special preserve of the fabric body. One has yet to hear of any developments tending towards the improvement of the head-on appearance of our cars. In this connection any change would be for the better, for it is difficult to picture anything more ugly than the head-on appearance of the bulk of 1930 models."

AN ANACHRONISM!

Those Dangerous Trams!

"Most of those who have had any considerable road experience are convinced that one of the most fruitful sources of danger and possible accident is the tram. This rail-bound machine is now an anachronism," says The Commercial Motor. "Not only does it obstruct traffic but, in some instances, it takes on and discharges its passengers in the highway, where they either hold up oncoming traffic or are exposed to no little danger. Some municipalities have in force by-laws to prevent vehicles from passing stationary trams, and although one can see the force of the objection to permitting the free circulation of traffic on the near side of a tram, yet this is but one more proof that the vehicle is unsuited to modern traffic conditions."

"The difficulties in respect of the huge capital which is bound up in tramway undertakings has to be considered, but it is strongly urged that, wherever it be in any way possible, trams should be replaced by a more flexible type of vehicle, such as the trolley-bus or the self-propelled bus. No extensions to tramway track should be contemplated, and tramway-track renewals on a big scale should be discouraged. "It is surprising to find that there are advocates for the tram who believe that it cannot be efficiently replaced by any other means for transport, but the results obtained by those advanced authorities that have taken energetic steps to improve their passenger-transport systems, go to show that such opinions are incorrect."

A WARNING.

Over-Confidence a Danger.

"Many new motorists display surprising confidence and mastery over a car after their first trip," says The Light Car and Cyclecar. "This may lead the entirely uninitiated to suppose that it is an easy matter to become an accomplished driver in a few minutes, and may engender the pride that is said to go before a fall; therefore, we must issue a warning. Some novices take to the wheel instinctively, but they are not in the majority and they are usually drawn from the ranks of those who have already acquired useful road experience by riding cycles or motorcycles. The real novice, whose name is legion, has no such advantage. To him driving a car presents two problems: first, to learn the exact function of each control, and, secondly, to make use of those controls in a proper manner. When the car is in motion, in addition, he has to acquire what is called 'road sense.' It should be obvious that theoretical and practical knowledge of this kind cannot be picked up in a few minutes by any but the point-out that expert tuition is the safest way of learning how to control a car, and further, that no amount of tuition will enable a beginner to acquire road sense in a single lesson."

MOTORS IN CEYLON.

A copy of the motor-vehicle statement for May, issued by Mr. L. J. B. Turner, Director of Statistics, shows the number of motor vehicles in use in Ceylon has increased by 92, bringing the total up to 24,250. The distribution by countries of export is principally as follows:—U.S.A. 11,226; France 1,067; U.K. 8,206; Italy 1,004; Canada 2,246; Germany 135. America has supplied 7,000 of the 14,925 motor-cars and the United Kingdom 4,432. The motor-cycle market, however, has been captured almost exclusively by the United Kingdom, who are shown as supplying 3,126 of the total 3,508.

During May, 1930, new vehicles were registered, excluding two registrations, the principal countries of supply being as follows:—U.S.A. 91; France 9; U.K. 69; Italy 5; Canada 18; Germany 1. Of the 118 new cars, 52 were supplied by the U.S.A. and 41 by the United Kingdom, whereas 21 of the 22 new motor-cycles were provided by the U.K. The United States, however, supplied 19 of the 21 new omnibuses, and 19 of the 51 lorries.

Marquette



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"Built by Buick"—only the Marquette in the moderate-price field can offer that priceless recommendation. This remarkable new six provides in every feature the unstinted goodness that has forever established Buick in the public mind as a master builder. Extra quality is everywhere to provide extraordinary brilliance in performance, unfailing dependability in service, and unlimited satisfaction in ownership.

On its staunch and sturdy chassis the Marquette carries closed bodies by Fisher—the latest expression of the artistry and craftsmanship of the world's greatest body builder. Smart, low-slung lines—the last word in modern good taste. Interior and exterior finishes of pleasingly blending colors. Tailoring and appointments of exceptional quality and completeness. And such value

features as a remarkable new non-glare windshield, to be found on no other automobile; adjustable driver's seat; and beautiful new rubberized mohair upholstery, waterproof, dustproof and wearproof—shown for the first time on Marquette.

The great resources and unparalleled facilities of Buick and Fisher have combined to provide a greater measure of extra value than any car of comparable price offers.

At the first opportunity see and drive the Marquette. Check every feature, make every test.

The Marquette is easy to own. Talk to your dealer about it. You will be surprised at how economically you can buy a Marquette on the liberal G. M. A. C. terms.

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"JOYSTICKS."

Possibilities of Rear-Wheel Steering.

"Focus," writing in The Light Car and Cyclecar, has an interesting suggestion to make regarding the steering of motorcars in the future.

"I can picture a car," he says, "with auxiliary rear-wheel steering, perhaps servo-operated, which, when the steering columns were moved bodily to left or right—like the aileron control of an aeroplane—would dart to one side or the other with both front and rear wheels locked over in the same direction. "When one became expert in the use of a motorcar 'joystick' of this kind the most remarkable evolutions could be performed particularly if lateral movement of the wheel affected only the rear wheel lock and rotary movement only the front-wheel lock. Skidding, I imagine, would cease entirely to be troublesome, the car could be parked and garaged in infinitely less time than at present, traffic driving would be greatly simplified, and collisions could be dodged in a manner that at present is quite out of the question."

"Really, the possibilities of rear-wheel steering that could either follow or oppose the front-wheel lock at the driver's wish are most engaging."

BUYERS' GUIDE

MOTOR CARS.

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BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
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WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilmán & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolf & Kew, 54 Queen's Road C. Tel. 23473.

MOTOR TRUCKS AND TRACTORS.

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MOTOR CYCLES.

NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.
B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.

MOTOR OILS.

GARGOYLE MOBILE OIL.—Vacuum Oil Company, King's Bldg.
SHELL.—Asiatic Petroleum Co., (S.C.), Ltd., Asiatic Bldg.

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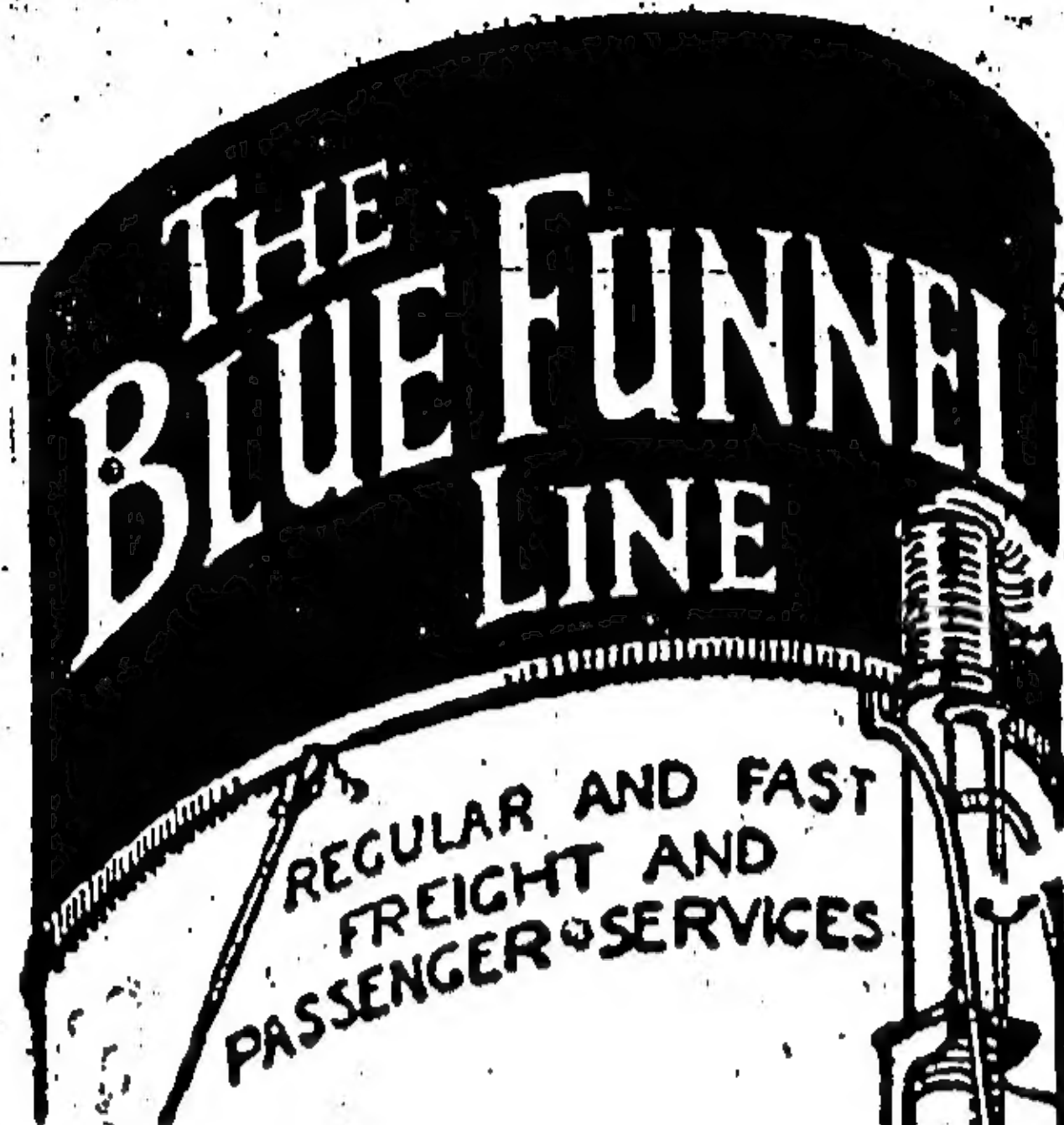
Thursday, August 7, 1930.
Intercalary Moon, Thirteenth Day

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"NELEUS" 6th Sept. Havre, and Liverpool

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"PROTEUS" 23rd Aug. For Victoria, Vancouver & Seattle
"TEUCER" 12th Sept. For Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"RHEXENOR" Sails 22nd Aug. For New York, Boston & Baltimore
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NANKING EXPLAINS.

WANG CHING-WEI BLAMED FOR RED OUTRAGES.

TROOPS NEAR TAIAN.

Nanking, Yesterday.
The Government is shortly communicating with the Powers proving from evidence of intercepted wireless messages that the recent Communist activities are attributable to Wang Ching-wei. Government troops are now within 20 miles of Taian.—Reuter.
Position in Changsha.

Shanghai, Yesterday.
Foreign sources confirm the recapture of Changsha city from the Communists by the Nationalist troops. Firing still continues on the outskirts.—Reuter.

Nanking, Yesterday.
With the recapture of Changsha the question with regard to the proposed reorganization of the Hunan Provincial Government is now being discussed.

Great dissatisfaction is felt at General Ho Chien's mishandling of the military affairs of the Province and natives of Hunan residing in the capital, including Tan Yen-kai, the acting Chairman of the Nationalist Government, have petitioned the Central Government to remove and punish him.—Reuter.

Green Howards for Hankow.
Shanghai, Yesterday.
A section, numbering 110, of the Green Howards are leaving for Hankow to-morrow, and 50 more on Friday.

They will remain aboard H.M.S. Cumberland in readiness for any emergency.—Reuter.

American Interest.
Washington, Yesterday.
The British Ambassador, Sir Ronald Lindsay, called at the State Department and conferred with Mr. William Castle, Assistant Secretary of State.
The conversation was apparent-

FACTORY STRIKE.

OVER 100,000 TEXTILE WORKERS OUT.

Roubaix, Yesterday.
It is estimated that 100,000 textile workers, representing 50 per cent. of the workers at Roubaix, Tourcoing and Lille are now striking. Over 100 factories are affected.—Reuter.

IDLE LIST.

London, Yesterday.
Unemployment in Britain has topped the 2,000,000 mark, increasing from 39,000 in last week to 2,011,000.—Reuter.

We are asked to state that Mrs. Scott was not the complainant in a case at the Central Magistracy on Tuesday against a motorist for unnecessarily tooting his horn.

ly important, as Mr. Castle immediately afterwards hastened to the White House, where he was received by President Hoover.

It is credibly reported that the subject of the discussion was what steps the United States would take to protect American nationals and their property in China.—Reuter's American Service.

New Government.

Peking, Yesterday.
Wang Ching-wei returned to Peking this morning. It is understood that he and Yen Hsi-shan decided that their Government shall consist of two Committees, a Supervisory Yuan and ten Ministries.

Chinese correspondents who accompanied the party, interviewed Yen at Shihchiachwang. He urged financial reform, abolition of "squeeze," and self-government; and declared the Government should be composed of civilians, not militarists. He said Wang Ching-wei was the most suitable leader for the Party and nation.—Reuter.

SAVED BY THE SOUTH

HELPED TO RESTORE BALANCE OF UNEMPLOYMENT.

FLOURISHING TRADES.

Rugby, Yesterday.
In the annual report issued today by the Chief Inspector of Factories and Workshops, it is pointed out that the flourishing condition of trades in the South of England helped to restore the balance of employment during 1929. Employment in industry generally was far from satisfactory and many of the leading trades of the country experienced very difficult conditions, working far below their normal capacity. Among the trades that flourished, however, particularly in the South of England, were those connected with motor car building, wireless gramophones, electrical engineering, certain branches of chemical work, furniture, artificial silk, paper manufacture, and sugar refining.

The demand for the products of many of the miscellaneous trades carried on in the South, particularly on and around London, was so brisk as to cause in some works a shortage of suitable workers and to require considerable extensions of factory buildings. — British Wireless Service.

ALLEGED KIDNAPPING.

Two Chinese women appeared before Mr. T. S. Whyte-Smith at the Kowloon Magistracy this morning on a charge of kidnapping a boy from Kowloon City. Sub-Inspector A. H. Elston intimated that Mr. J. Barrow, of the S.C.A., will prosecute, and asked for a remand. His Worship: I thought the S.C.A. only took up girls! Sub-Inspector Elston: Yes, but this is a complicated case. Defendants were remanded for one week.

AMUSEMENTS

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New York Journal



FOR the first time, the talking screen unfolds its crowning achievement, a revue blending the beauty and talent of stage and screen into a mammoth entertainment!

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25 Stars! Chorus of 200!
Big Song Hits! Laughs! Sketches!

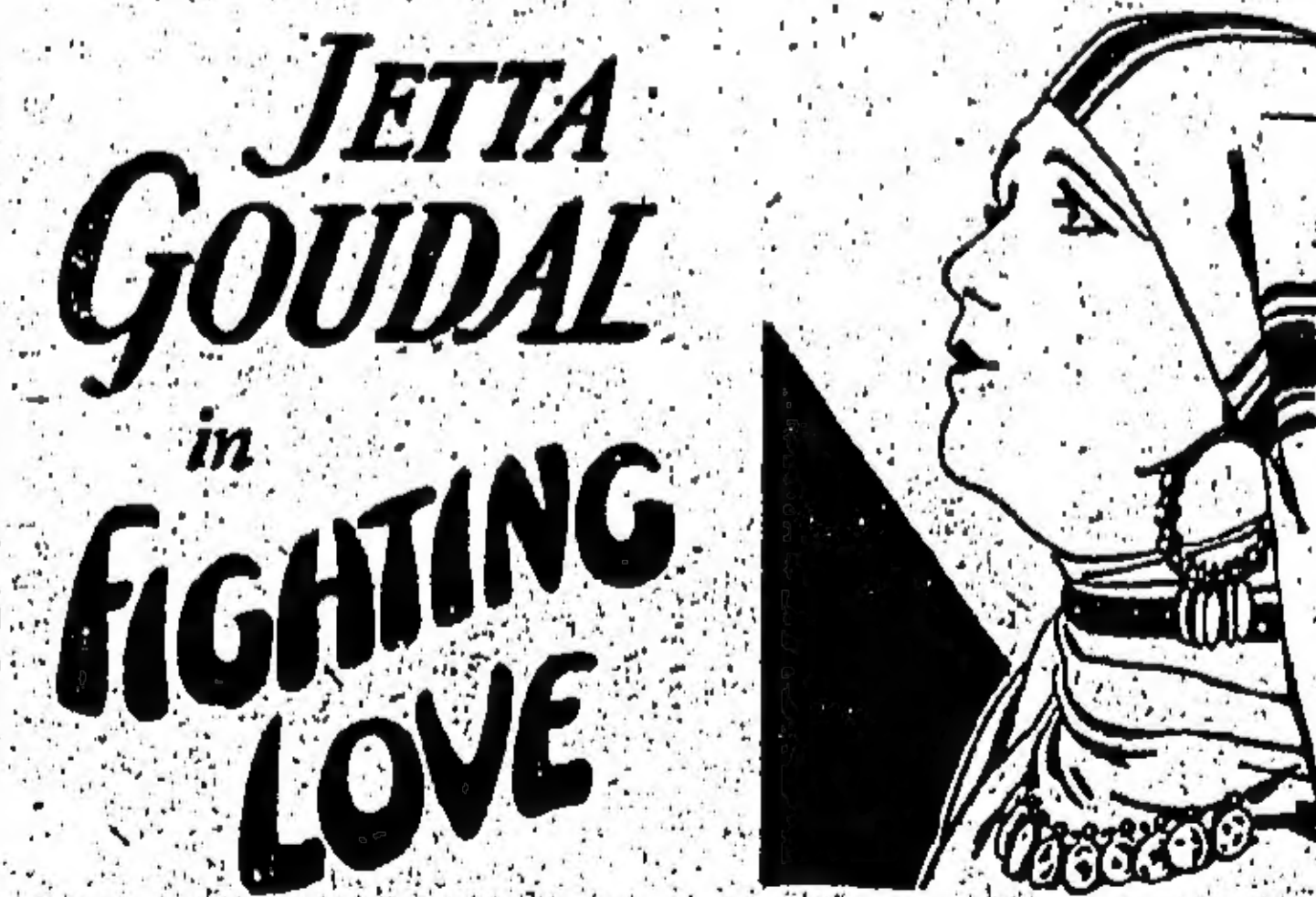
SONG HITS

MARION DAVIES JOHN GILBERT "Singin' in the Rain"
NORMA SHEARER WILLIAM HAINES "Your Mother and Mine"
JOAN CRAWFORD BUSTER KEATON "Gotta feelin' for you"
BESSIE LOVE—CHARLES KING— "Low Down Rhythm"
CONRAD NAGEL—LIONEL BARRYMORE— "Nobody But You"
MARIE DRESSLER—JACK BENNY— "Orange Blossom Time"
GUS EDWARDS—DANE and ARTHUR—
LAUREL and HARDY—UKELELE IKE—
ANITA PAGE—POLLY MORAN—GWEN
LEE—BROX SISTERS—ALBERTINA
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AT 5.20 & 9.20.

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